

# **HISTORY OF HEADQUARTERS CIVIL AIR PATROL-USAF**



**1 JANUARY - 31 DECEMBER 1983**

**VOLUME 1 - NARRATIVE**

**HISTORY  
OF  
HEADQUARTERS  
CIVIL AIR PATROL - U.S. AIR FORCE  
1 JANUARY-31 DECEMBER  
1983**

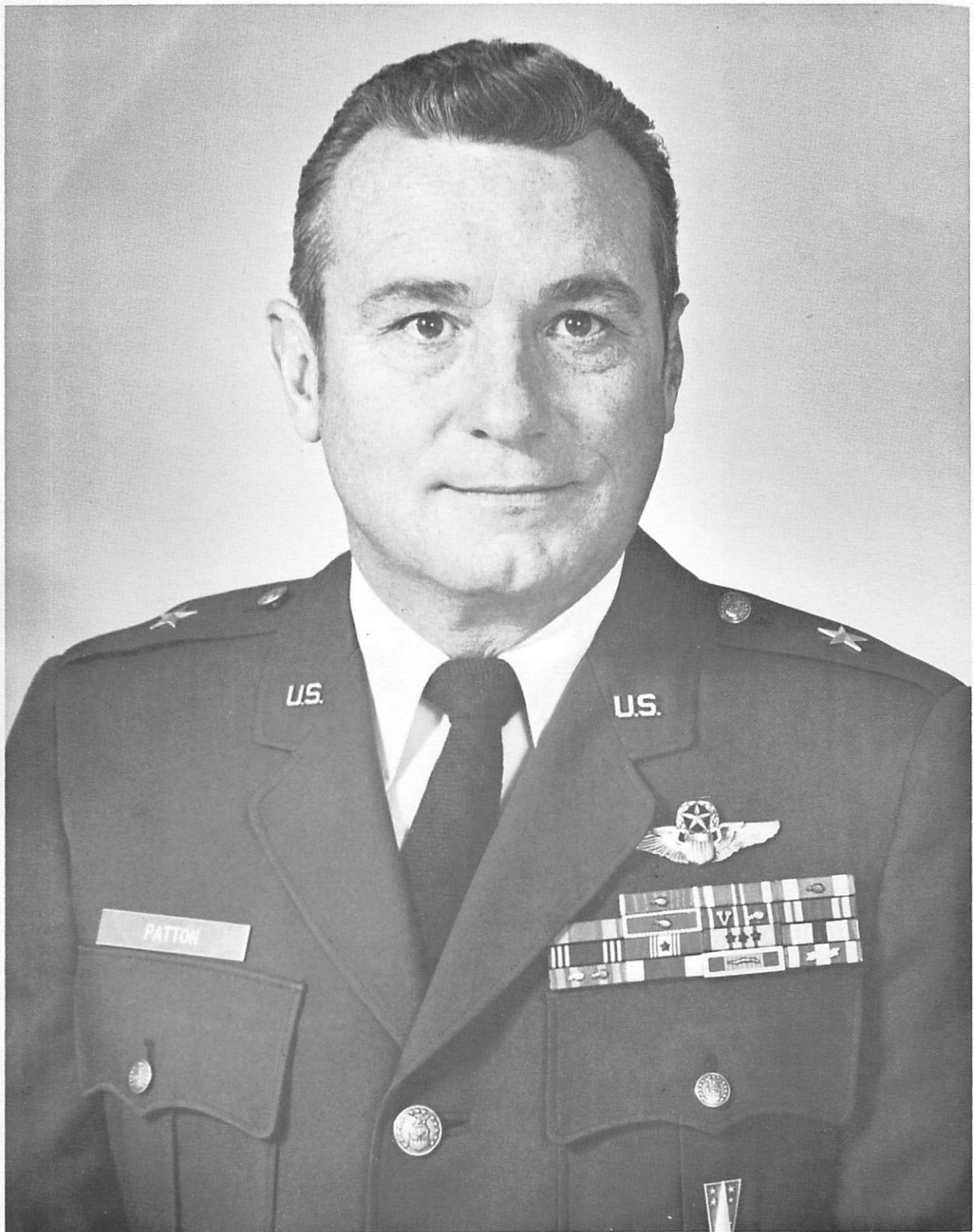
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## PREFACE

The 80th Congress passed Public Law 557 on 26 May 1948 granting Civil Air Patrol official status as the civilian auxiliary of the United States Air Force. However, the law only formalized a relationship that had existed for several years. On 29 April 1943, the President issued Executive Order 9339 which transferred Civil Air Patrol from the Office of Civilian Defense to the Department of War. On 4 May 1943, the Secretary of War issued Memorandum W95-12-43 charging the Commanding General, Army Air Forces, with supervising and directing the operations of Civil Air Patrol. Therefore, 4 May 1983 marked a 40-year milestone in the continuous association of the Air Force and its civilian auxiliary, the Civil Air Patrol.

This history of Headquarters Civil Air Patrol-United States Air Force (HQ CAP-USAF) for calendar year 1983 is a continuation of the record of that unique relationship. The history consists of a narrative volume and two volumes of supporting documents. The special nature of the CAP-USAF mission requires the staff assigned to the headquarters at Maxwell AFB, Alabama to also function as the staff of the National Headquarters of Civil Air Patrol. Therefore, the narrative history and supporting documents reflect the activities of the staff both in performing the Air Force liaison mission and in administering the day-to-day operations of Civil Air Patrol.

The history was prepared by the Directorate of Plans and Programs with the support of CAP-USAF staff agencies and USAF-CAP field liaison offices and the special assistance of Mrs. Vera Clemmons in preparing the narrative manuscript. In addition, the CAP-USAF Publishing Division provided valuable publication assistance. The narrative is subject to changes and revisions as additional information becomes available. Corrections or suggestions for improving this and future HQ CAP-USAF histories are welcomed.

DAVID L. PATTON  
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## CHRONOLOGY

### 1983

January 21

The USAF-CAP Rocky Mountain Liaison Region staff conducted the annual Aerospace Education Leadership Symposium at the Air Force Academy.

January 28

The HQ CAP-USAF Comptroller submitted the CAP-USAF FY 1984 operating budget to Air University.

March 3-6

All USAF-CAP Southeast Liaison Region staff officers attended the ARRS SAR Coordinators Course at MacDill AFB, Florida.

April 7-9

The CAP National Executive Committee met at the Riviera Hotel in Las Vegas, Nevada.

April 7-9

The National Congress on Aerospace Education was cosponsored by Civil Air Patrol and held at the Aladdin Hotel in Las Vegas, Nevada.

April 7-9

The CAP National Executive Committee approved the Civil Air Patrol FY 1984 Operating Budget.

May 2-4

The Great Lakes Region Chaplains Staff College was conducted at Wright-Patterson AFB, Ohio.

June 3

The CAP communications network participated in CAP Exercise "First Time."

June 19-24

The Pacific Region Staff College was held at March AFB, California.

July 8-10

The Great Lakes Region annual search and rescue competition was held at Chanute AFB, Illinois.

July 9-16

The Northeast Region annual Ground Search and Rescue School was conducted at Hawk Mountain, Pennsylvania.

July 9-17

The Great Lakes Region Communications School was held at Rickenbacker AFB, Ohio.



1983

July 10-16

The Air Training Command Familiarization Course for Civil Air Patrol cadets was conducted at two ATC Undergraduate Pilot training bases and one Navigator Training base.

July 11-17

The Southwest Region Staff College was conducted at Sheppard AFB, Texas.

July 15-17

The Northeast Region annual search and rescue competition was conducted at Westover AFB, Massachusetts.

July 17-  
August 4

The Civil Air Patrol International Air Cadet Exchange (IACE) program was conducted.

July 26-  
August 6

The CAP North Central Region conducted the annual Blue Beret encampment at Fort McCoy, Wisconsin.

August 7-13

Pararescue Orientation Courses for CAP cadets were conducted at Kirtland AFB, New Mexico and Fort Knox, Kentucky.

August 11-13

The CAP National Executive Committee met in special sessions in conjunction with the National Board Meeting in Las Vegas, Nevada.

August 12

The CAP-USAF Staff Chaplain conducted an interfaith service at the Riviera Hotel in Las Vegas, Nevada, to mark the opening of the CAP National Board Meeting.

August 12

Cadet Eric A. Boe of the Georgia Wing was recognized as the CAP Cadet of the Year.

August 12

The Franklin County Composite Squadron of the CAP Illinois Wing was selected as the 1983 CAP Squadron of Distinction.

August 12-13

The annual meeting of the CAP National Board was held at the Riviera Hotel in Las Vegas, Nevada.

August 12-13

The CAP National Chaplains Committee met in Las Vegas, Nevada, in conjunction with the meeting of the CAP National Board.

August 14-20

A Pararescue Orientation Course for CAP cadets was conducted at George Washington National Forest, Virginia.

1983

August 20

The USAF-CAP Rocky Mountain Liaison Region staff conducted the region search and rescue competition "Rocky Mountain High III" at Missoula, Montana.

August 21-27

The Northeast Region Staff College was conducted in Worchester, Massachusetts.

September 3-5

The Pacific Region Search and Rescue Competition "Cascade Hawk 83" was held in Wenatchee, Washington.

September 10-11

The Middle East Region conducted a four-region search and rescue competition at Fort Pickett, Virginia.

September 21

CAP-USAF issued Special Order M-24 to extend FECA coverage to all authorized CAP flying activity.

October 13-16

The Annual Pacific Region Aerospace Education Conference was held on board the Queen Mary at Long Beach, California.

November 1-3

Orientation training for newly assigned USAF-CAP liaison staff personnel was conducted at HQ CAP-USAF, Maxwell AFB, Alabama.

November 15-17

A Liaison Region Commander's Conference was conducted at HQ CAP-USAF, Maxwell AFB, Alabama.

November 28

Air University provided CAP-USAF with its tentative FY 84 operating budget funding.

December 9-10

The CAP National Executive Committee met at Maxwell AFB, Alabama.

December 9-10

The CAP National Executive Committee officially endorsed the CAP National Organ and Tissue Transport Program.

December 9-10

The National Executive Committee reinstated CAP NCO grades.

December 27-30

The CAP National Cadet Competition was held at Maxwell AFB, Alabama.

## CHAPTER I

### INTRODUCTION

As Civil Air Patrol (CAP) marked its 42nd anniversary on 1 December 1983, the organization was continuing in its original commitment of voluntary service to the nation. Civil Air Patrol was created on 1 December 1941 as a division of the United States Office of Civilian Defense.<sup>1</sup>

### CAP ORIGIN AND WARTIME RECORD

Civil Air Patrol was a product of the tense international situation that prevailed prior to the United States' entry into World War II. Gill Robb Wilson, aviation writer and World War I pilot, has been credited as the person primarily responsible for the founding of Civil Air Patrol. Mr. Wilson said:

*As for my part in conceiving and founding CAP, I can only note that I had unique opportunity to foresee coming events and was in a responsible position to do something about it. I had not thought of CAP as other than a Minute Man force to gain time for the military establishment. It was those who succeeded me who hewed out the greater destiny of Civil Air Patrol.<sup>2</sup>*

Upon returning to his home state of New Jersey from a reporting trip to Germany in 1936, Wilson briefed New Jersey Governor Charles Edison and told him that he considered war inevitable. Wilson received the governor's support of a plan for the use of civil aviation in the nation's defense and began organizing what evolved as the New Jersey Civil Air Defense Services. Several other states later formed similar organizations, but it was Wilson's New Jersey Civil Air Defense Services that became the model for the coming Civil Air Patrol. Wilson's plan, backed by General H. H. ("Hap") Arnold,\* called for the use of small planes for liaison work and for patrolling uninhabited stretches of coastline and vital installations to guard against sabotage.<sup>3</sup>

The Office of Civilian Defense was established on 20 May 1941 as an agency of the Federal Government, with former New

---

\*Chief of the Air Corps (1938-1941); Chief of the Army Air Forces (1941-1942); and Commanding General, Army Air Forces (1942-1946).



York Mayor, Fiorello H. LaGuardia as its director. Mr. Wilson and other prominent advocates of a national Civil Air Patrol presented their plan to Mr. LaGuardia. Mr. LaGuardia recognized the merit of the plan and expressed enthusiasm for it, but he also recognized that its success would depend upon Army Air Forces (AAF) support. General Arnold, who had encouraged the project from the beginning, appointed a board of military officers to review the final plan presented by Mr. Wilson and his colleagues. The board, headed by Brig Gen George E. Stratemeyer, approved the plan with a recommendation that AAF officers help organize and administer the CAP organization. Mr. LaGuardia signed a formal order creating the Civil Air Patrol on 1 December 1941 and on 8 December 1941 published an administrative order outlining its organizational structure. AAF Maj Gen John F. Curry was designated as commander and Gill Robb Wilson became the executive officer.<sup>4</sup>

Soon after the United States entered the war, German submarines were operating in the American coastal waters along the eastern and southeastern shorelines. The success of the submarine operation in sinking cargo and tanker ships seriously affected the supply of war materials to allied forces fighting in Europe and Africa. The Navy was so thinly spread along the sea frontier that it could not provide effective protection and the nation's air forces had not had time to build up adequate strength to cope with both the submarine threat and other war-time missions. In spite of their reservations about sending the young organization with undisciplined members on critical and dangerous missions, the worsening submarine menace convinced military authorities that Civil Air Patrol should be used to help combat the German U-boats. On 5 March 1942, a Civil Air Patrol experimental coastal patrol program was authorized for a period of 90 days.<sup>5</sup>

Earle L. Johnson, who had organized a forerunner program in Ohio in 1940, was commissioned as a captain in the AAF and replaced Gill Robb Wilson as executive officer, enabling Wilson to devote full time to organizing the coastal patrol program. The first coastal patrol bases were quickly established at Atlantic City, New Jersey; Rehboth, Maryland; and Lantana, Florida, and the program rapidly expanded until there were 21 bases. The program was soon operating so smoothly that General Curry was given a more urgent assignment and command of Civil Air Patrol was turned over to Earle Johnson who served until his accidental death in February 1947. The coastal patrol activity proved so successful that the use of CAP in the mission continued far beyond the 90-day experimental period. Coastal patrol flights were initially flown solely for the purpose of reconnaissance at altitudes of a few hundred feet ranging as far as 150 miles from shore. AAF and Navy bombers were summoned when submarines were sighted. However, CAP planes were eventually armed with depth charges and demolition bombs suspended from improvised bomb racks.<sup>6</sup>

After almost 18 months of operation, the CAP Coastal Patrol was discontinued because of its success--the mission had been accomplished. Offshore shipping lanes had been virtually freed from the submarine threat and CAP had bought time for buildup of the regular military forces. CAP had flown 86,685 missions over coastal waters for a total of 244,600 hours. CAP pilots reported 173 submarine sightings and dropped 83 depth charges on 57 of those, destroyed two and alerted Army and Navy bombers that destroyed many others. CAP aircrews also summoned help for 91 vessels in distress and 363 survivors of submarine attack. The mission was conducted at a cost to CAP of 90 aircraft lost, 26 pilots or observers killed, and seven seriously injured.<sup>7</sup>

CAP performed other vital services simultaneous to the coastal patrol operation and afterwards. During 18 months of courier flying, from late 1942 to early 1944, CAP pilots moved over 3½ million pounds of mail and cargo for the Air Forces and transported hundreds of military passengers. During the same period, the CAP Southern Defense Command flew approximately 30,000 hours on border patrol along the 1,000 mile stretch between Brownsville, Texas, and Douglas, Arizona. In addition to establishing its own cadet training program in 1942, CAP played a major role in the urgent mission of recruiting Air Corps trainees. Using 288 on-loan AAF L-4 aircraft, CAP pilots logged 41,000 flying hours providing orientation flights for 78,000 prospective AAF recruits in 1944 alone. Over a three-year period beginning in March 1942, CAP pilots flew 46,000 hours on 20,593 target-towing and radar tracking missions. These missions were extremely hazardous and conducted with a loss of 29 airplanes, seven CAP members killed and five seriously injured. CAP also routinely performed search and rescue missions for missing military aircraft throughout the war years and logged approximately 40,000 flying hours in the effort.<sup>8</sup>

Both men and women CAP members took part in its wartime missions. They volunteered for active service periods ranging from 30 days to the duration of the war. They took an oath to defend their country, they carried out their duties under official Army orders; although their status remained civilian, they wore Army-type uniforms with distinctive CAP insignia; and in certain activities it is conceivable that CAP members were in danger of capture. Their remuneration consisted only of reimbursement of expenses incurred while actively engaged in assigned missions. However, official military recognition was given to those CAP members whose contributions were extraordinary. Twenty-five War Department decorations for exceptional civilian service and 825 air medals were awarded to them. Civil Air Patrol functioned under the Office of Civilian Defense from 1 December 1941 until 29 April 1943 at which time command jurisdiction was transferred to the War Department and the Army Air Forces for the remainder of the war years. Although CAP was an auxiliary of the Air Force from the time of its transfer from the Office of Civilian Defense in 1943, that status would not

become permanent until 1948. However, it was during the war that its usefulness as a civilian auxiliary to the air arm of the military services was developed, its cadet program inaugurated, and its administrative organization established.<sup>9</sup>

### CAP POSTWAR STATUS

Civil Air Patrol was still serving as an auxiliary of the AAF at the end of the war in 1945, but this status which had been established by executive order had no foundation by statute. CAP's usefulness had been proven during wartime but the scope of its peacetime role had narrowed because the AAF had assumed many of the tasks assigned during the war. The future of CAP was uncertain and to make the situation even worse, the AAF was to withdraw its monetary support of CAP after 31 March 1946 because the AAF budget had been drastically reduced. General Arnold called a conference of CAP wing commanders in January 1946 and he and General Carl A. Spaatz recommended and discussed with them plans for a postwar Civil Air Patrol. On 1 July 1946, President Truman signed Public Law 476 (36 United States Code 201-208) passed by the 79th Congress which incorporated CAP as a benevolent nonprofit organization. Civil Air Patrol completed its corporate organization under a constitution and bylaws which outlined its objectives and purposes, organizational structure and governing bodies. The objectives and purposes of Civil Air Patrol, as stated in Public Law 476 and in the Constitution and Bylaws of Civil Air Patrol were:

1. *Provide an organization to encourage and aid American citizens in the contribution of their efforts, services and resources in the development of aviation and in the maintenance of air supremacy.*
2. *Encourage and develop by example the voluntary contribution of private citizens to the public welfare.*
3. *Provide aerospace education and training especially to its senior and cadet members.*
4. *Encourage and foster civil aviation in local communities.*
5. *Provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.<sup>10</sup>*

### CAP ORGANIZATION AND CURRENT STATUS

The CAP Corporation was organized along military lines with a national headquarters and eight geographical regions



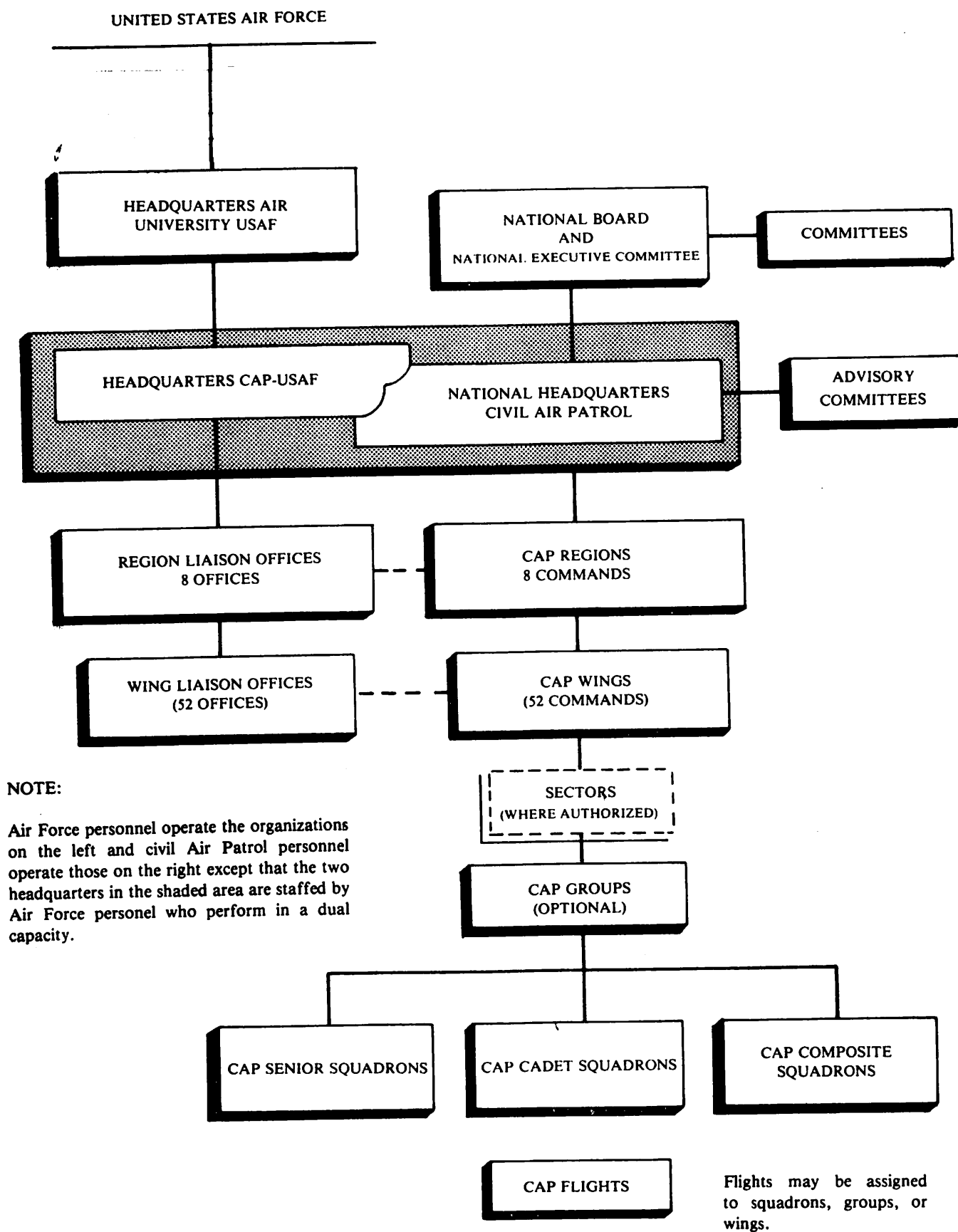


Figure 1 - Organizational Chart Civil Air Patrol

each composed of from five to nine wings. There was a total of 52 wings, one in each of the 50 states, the District of Columbia and the Commonwealth of Puerto Rico. The wings were organized into groups, composite squadrons, cadet squadrons, senior squadrons, and in some instances, flights. At the end of 1983, Civil Air Patrol was composed of 1,941 individual membership units.<sup>11</sup>

The National Board continued to be the principal governing body of Civil Air Patrol under authority of the Act of Incorporation (Public Law 476) and the CAP Constitution and Bylaws. The board was composed of the national commander, national vice commander, executive director, national finance and national legal officers, eight region commanders and 52 wing commanders. The CAP National Board met in Las Vegas, Nevada, on 12 and 13 August 1983. CAP Colonel William B. Cass was unanimously elected by the National Board as CAP National Vice Commander.<sup>12</sup>

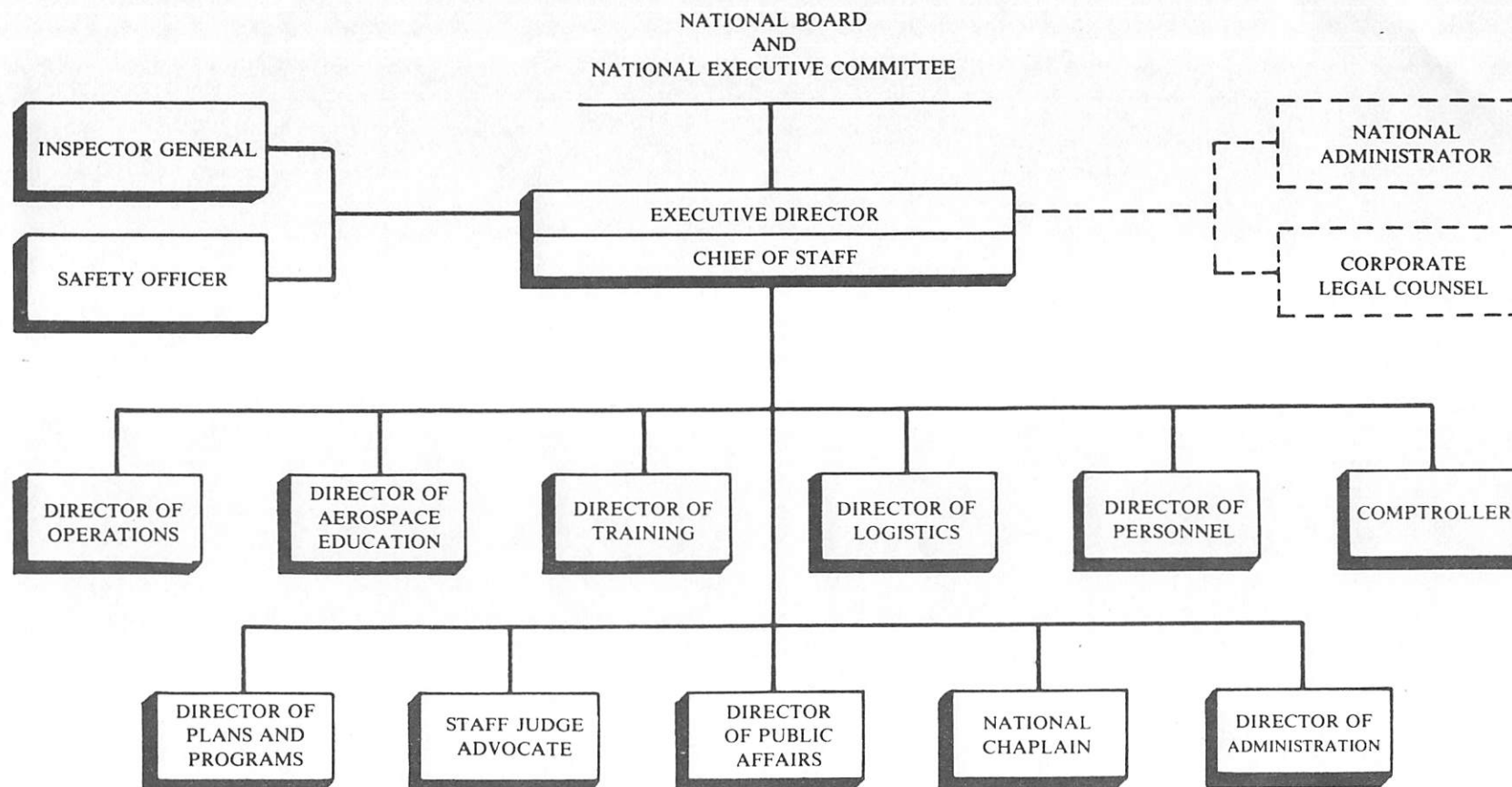
The National Executive Committee (NEC) served as the corporate governing body when the National Board was not in session. The NEC was made up of the members of the National Board minus the 52 wing commanders. Although designated by the CAP Constitution and Bylaws as the principal governing body, the National Board acted only in those areas reserved exclusively to it, such as election of the national commander and national vice commander and changes in the CAP Constitution and Bylaws. In reality, the NEC established most of the CAP Corporate policy. The CAP Constitution required the NEC to meet at least twice annually, and at other times at the call of the National Commander. The NEC met in regular meetings in Las Vegas, Nevada, on 7-9 April and at Maxwell Air Force Base (AFB), Alabama, on 9-10 December, and in special meetings in conjunction with the National Board meeting in Las Vegas on 11-13 August.<sup>13</sup>

### HEADQUARTERS CAP-USAF

On 29 April 1943, by Executive Order 9339, the President ordered the Civil Air Patrol transferred from the Office of Civilian Defense to the Department of War. On 4 May 1943, the Secretary of War, in Memorandum Number W95-12-43, charged the Commanding General, Army Air Forces, with supervising and directing the operations of the Civil Air Patrol. The AAF thereafter provided for the organization, manning and equipping of a headquarters for Civil Air Patrol, first in New York City and later at Bolling Field, Washington DC. During a period of uncertainty regarding the future of Civil Air Patrol following the end of the war, the AAF continued to supervise the activities of CAP and provide manning for its national headquarters.<sup>14</sup>

Although CAP gained a federal charter on 1 July 1946 under Public Law 476 and adopted an ambitious program to be

Figure 2 - Organizational Chart National Headquarters



carried out without financial assistance from the Air Force, it was obvious that many of CAP's objectives could not be attained without continued support from the Air Force. On 26 May 1948, the 80th Congress passed Public Law 557 granting CAP official status as the voluntary civilian auxiliary of the Air Force. The law authorized the Secretary of the Air Force to provide certain support to Civil Air Patrol such as the use of Air Force services and facilities; assistance with training; excess equipment and supplies, reimbursement for fuel, lubricants and communications expenses incurred while participating in Air Force authorized missions; and Air Force liaison personnel assigned to offices at the national, region and state levels of Civil Air Patrol. The law also authorized the Secretary to use the services of Civil Air Patrol in fulfilling the noncombatant mission of the Air Force.<sup>15</sup>

Headquarters Civil Air Patrol-United States Air Force (HQ CAP-USAF), located in Building 714 at Maxwell AFB, Alabama, was the head of the organizational structure for support of Civil Air Patrol. The senior officer in the HQ CAP-USAF liaison structure continued to perform duties in a dual status. In his military capacity as Commander, HQ CAP-USAF, he directed USAF military support of Civil Air Patrol and commanded all Air Force personnel assigned to HQ CAP-USAF, the eight United States Air Force-Civil Air Patrol (USAF-CAP) liaison regions and the 52 USAF-CAP wing liaison offices. In the role of Executive Director, he administered the day-to-day activities of Civil Air Patrol and was a voting member of the CAP National Board and National Executive Committee. The Air Force staff assigned to HQ CAP-USAF supported him in both functions.<sup>16</sup>

An Air Force colonel assigned to each of the eight USAF-CAP liaison regions, which corresponded to the eight CAP regions, commanded a small staff of six in the region office and an officer and noncommissioned officer in each USAF-CAP wing liaison office under his jurisdiction. Liaison personnel served as implementing agents for policies established by the Commander, CAP-USAF; as field advisors to assist CAP commanders in mission training and performance; and as liaison and control between Civil Air Patrol and federal government agencies where facilities, services, equipment or funds were involved. Liaison personnel were not subject to directions or orders issued by any member of Civil Air Patrol and liaison personnel exercised no jurisdiction over CAP personnel.<sup>17</sup>

On 31 December 1983, a total of 267 Air Force military and civilian personnel were authorized to perform the CAP-USAF liaison mission, of which 107 were in the headquarters at Maxwell AFB, Alabama, and 160 were in the eight USAF-CAP liaison region and 52 USAF-CAP wing liaison offices.\* HQ CAP-USAF continued

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\*See p 45.



- |                       |                          |
|-----------------------|--------------------------|
| 1. NORTHEAST REGION   | 5. NORTH CENTRAL REGION  |
| 2. MIDDLE EAST REGION | 6. SOUTHWEST REGION      |
| 3. GREAT LAKES REGION | 7. ROCKY MOUNTAIN REGION |
| 4. SOUTHEAST REGION   | 8. PACIFIC REGION        |

★ EACH STATE WITHIN A REGION REPRESENTS 1 WING.  
 ★ NATIONAL CIVIL AIR PATROL HEADQUARTERS.



Figure 3 – CAP Regions and Wings

to operate from Building 714 (Wilson Hall) at Maxwell AFB, Alabama throughout 1983. The CAP-USAF mission as authorized by Public Law 557 and stated in Air Force Regulation 46-4 continued to be:

1. To advise and assist CAP in fulfillment of its statutory objectives.
2. To provide liaison between CAP, the Air Force and other Department of Defense agencies.

### COMMAND SUMMARY

Brig Gen David L. Patton served throughout 1983 in the unique and challenging dual role as Commander of HQ CAP-USAF and as Executive Director of Civil Air Patrol. In his Air Force command position he was responsible for providing advice and assistance to Civil Air Patrol, serving as liaison between the Air Force and its civilian auxiliary and commanding all Air Force personnel assigned to the headquarters and the sixty field liaison offices. In the position of Executive Director of Civil Air Patrol, General Patton served in his private capacity in administering the day-to-day activities of Civil Air Patrol and was active in developing CAP corporate policy as a voting member of CAP's governing bodies, the National Board and National Executive Committee.<sup>18</sup>

Civil Air Patrol continued to increase in membership with a total of 26,104 cadets and 41,669 senior members for a total of 67,773 at the close of 1983. An overall growth of 4.8 percent was realized in 1983 bringing the increase over the past two years to 11.7 percent. General Patton said in reference to senior member growth: "This is the highest since 1950 and may even be an all-time high, since we now have a more accurate centralized accounting system to keep up with our membership."<sup>19</sup>

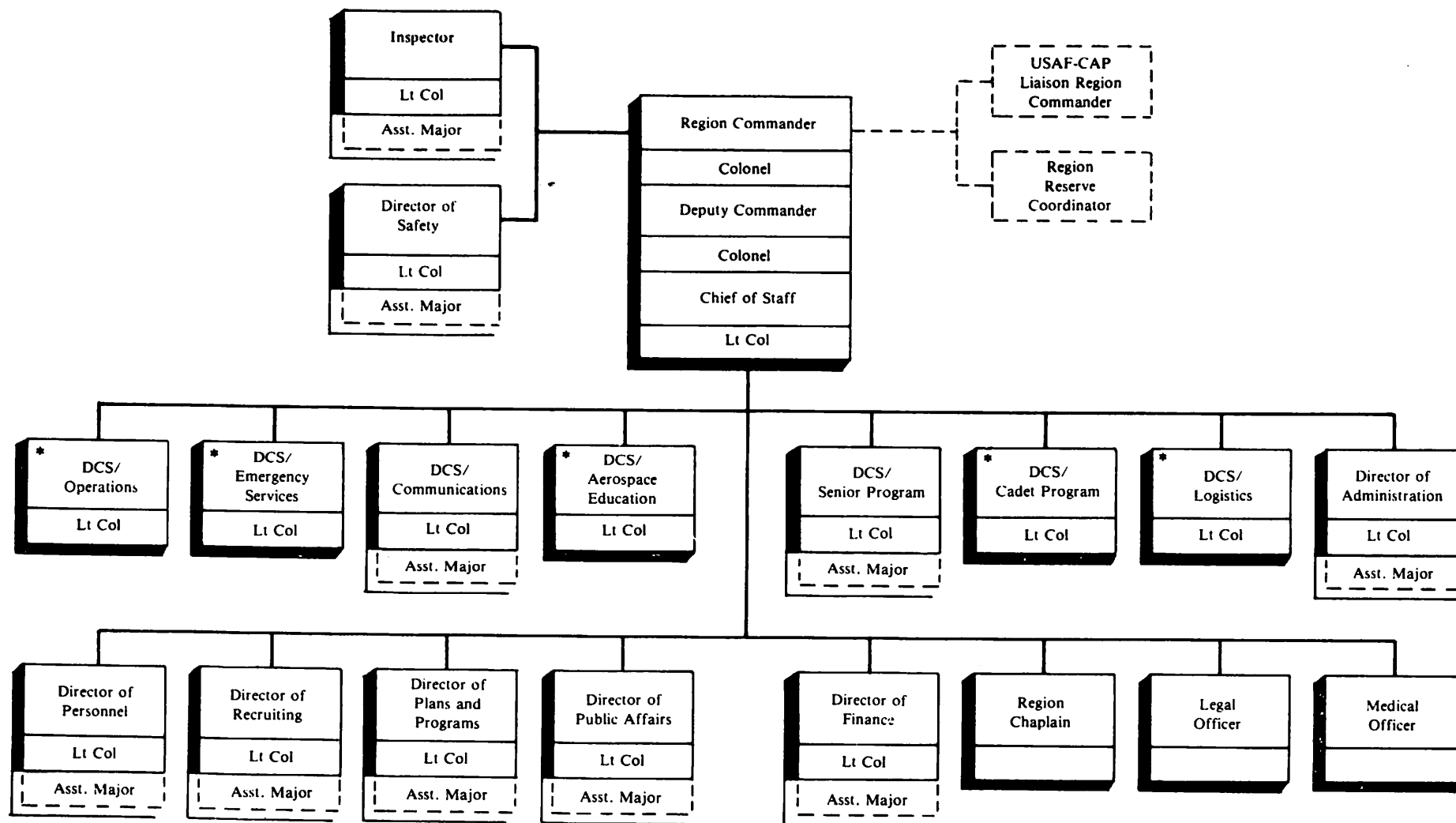
In its role as the civilian auxiliary of the Air Force, CAP continued to serve as the primary resource of the Aerospace Rescue and Recovery Service in fulfilling Air Force responsibility for search and rescue operations in the inland region of the United States. During 1983 CAP flew 16,725 hours on 17,745 Air Force authorized search and rescue missions and was credited with locating 1,074 search objectives and saving 154 lives.\* General Patton said:

*I am very proud of the progress we have made in the field of emergency services. We do this and do it well. But, as you know, Emergency Services does not mean search and rescue*

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\*See p 31.

Figure 4, CAP Region Headquarters Organization Chart.



\* The above staff officers may find it desirable to delegate certain responsibilities to subordinate personnel. If any of these functions are expanded, the organization charts on the following page are recommended. NOTE: The Operations and the Emergency Services functions may be combined at the option of the region.

*alone. You have been busy at other things, too, such as the airlift of human blood in emergencies and the airlift of human organs for transplant purposes. We have had a number of saves this year through these humanitarian mercy flights.*<sup>20</sup>

Further protection for Civil Air Patrol members under the Federal Workers Compensation Act (FECA) was achieved through publication of HQ CAP-USAF Special Order M-24 on 21 September 1983. Recent Congressional amendments to the original FECA law increased the level of benefits for CAP members killed or disabled while participating in an Air Force authorized mission and also extended the benefits to cover cadets over eighteen years of age. Special Order M-24 gave Air Force authorization to all Civil Air Patrol flying activities prescribed by CAP Regulation 60-1 which provided FECA protection to members participating in the missions. The order did not authorize reimbursement for oil, gas or maintenance. However, reimbursements continued to be authorized for expenses incurred on the Air Force Rescue Coordination Center authorized missions, as well as other selected Air Force authorized missions. General Patton cautioned that: "Deviation from CAP Regulation 60-1 will endanger FECA coverage. Each member's help is asked to ensure these nonreimbursed missions are being flown for a proper purpose."<sup>21</sup>

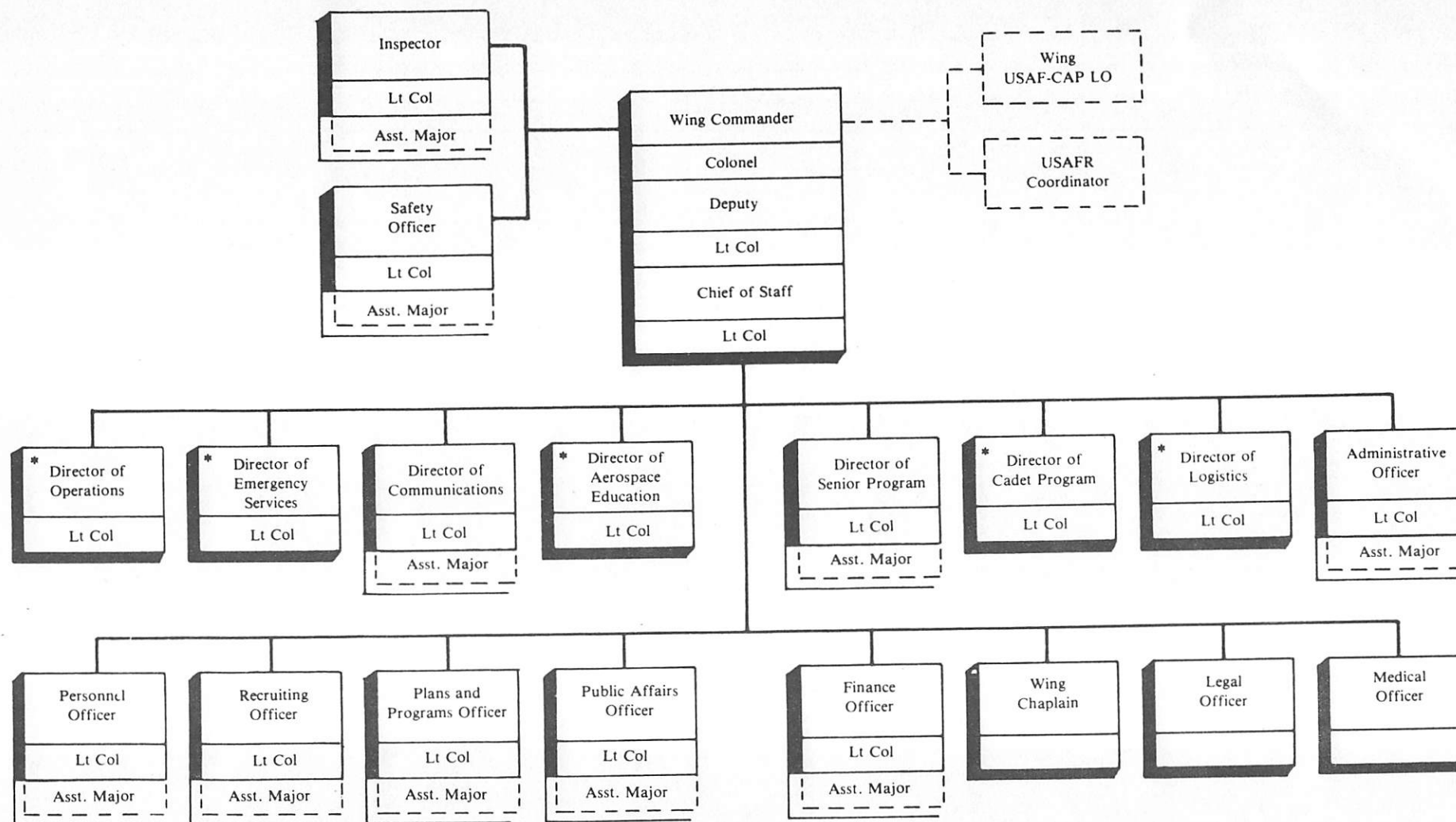
Civil Air Patrol continued to make great progress in defining and practicing its wartime noncombative mission. The organization was involved in several significant exercises which demonstrated its capability to provide essential support to the Air Force and the nation. CAP participation in Exercises Global Shield '83 and Amalgam Chief 83-2 drew praise from both the 23rd North American Aerospace Defense Command Region Commander, Brig Gen Charles A. Horner, and the Strategic Air Command Director of Operations, Maj Gen John A. Brashear. CAP provided extensive HF radio support for the 23rd North American Aerospace Defense Command Region and responded to over 100 requests for airfield status reports from recovering Strategic Air Command aircraft during the exercises. Plans call for CAP to again play a key role in a similar large-scale Joint Chiefs of Staff national exercise during 1984.<sup>22</sup>

In direct support of another Air Force mission, the Continental Air Reconnaissance for Damage Assessment operations; CAP aircrews made simulated reports of damage to vital dams, bridges, ammunition storage areas, large metropolitan areas and concentrations of people. CAP relayed the information to Federal Aviation Administration facilities from where it was relayed to the Federal Emergency Management Agency, North American Aerospace Defense Command Region, and the Air Force Emergency Operations Center.<sup>23</sup>

At the request of the Alaskan Air Command, the Alaska Wing of CAP participated in Exercise Brim Frost 83. The event was designed to exercise the ability of the Alaskan Air Command to use in-house resources to get the most out of limited training



Figure 5, CAP Wing Headquarters Organization Chart.



\* The above staff officers may find it desirable to delegate certain responsibilities to subordinate personnel. If any of these functions are expanded, the organization charts on the following page are recommended. NOTE: The Operations and Emergency Services functions may be combined at the option of the wing.

dollars and numbers of personnel. CAP's noncombatant support of the exercise included two DHC-2 (Beaver) and one C-305A (Bird Dog 0-1) aircraft, five pilots and a ground coordinator. CAP participation was considered highly successful as expressed in the written thanks to General Patton from Alaskan Air Command Commander, Lt Gen Lynwood Clark.<sup>24</sup>

Civil Air Patrol continued in its successful three-way agreement with the Aircraft Owners and Pilots Association and Republic Airlines. The agreement brought CAP many affiliate members plus much needed revenues provided by dues paid by the affiliate members. The agreement also resulted in an increase in the number and quality of flight clinics held in cooperation with the Aircraft Owners and Pilots Association and CAP members reaped dividends in the form of lower air fares on Republic airlines.<sup>25</sup>

In April 1982, Civil Air Patrol and the Boy Scouts of America entered into a Resolution of Mutual Assistance which provided for dual membership and dual chartering of CAP units and Boy Scouts of America Aviation Exploring units. Since entering into the program, CAP involvement has grown to 1,265 dual chartered cadet members assigned to 97 dual chartered units.<sup>26</sup>

The second edition of AEROSPACE: The Challenge was printed and received by Civil Air Patrol and Air Force Junior Reserve Officer Training Corps. The new edition was superior to the first edition and was delivered at a cost substantially below the first edition. The text was produced as a single volume for CAP and in two volumes for the Air Force Junior Reserve Officer Training Corps. The total cost for the project was \$216,035, with CAP's share totaling \$66,366. The 15,726 copies delivered to CAP averaged \$4.22 per copy.<sup>27\*</sup>

The Air Force Association's (AFA) CAP Task Force met on 8 April and again on 13 August in Las Vegas, Nevada. Encouraging progress was made in accomplishing the Task Force mission of reviewing the mission and activities of the two organizations--their responsibilities and relationships to each other and to the United States (US) Air Force--for the purpose of identifying problems and/or opportunities for improvement, which may benefit the US Air Force, CAP and/or AFA as the result of AFA action taken alone or jointly with the CAP and/or the US Air Force.<sup>28</sup>

The Reserve Assistance Program continued to function as a valuable extension of the CAP-USAF liaison mission. The 432 assigned Reservists worked primarily at squadron and wing level and served 6,798 mandays for temporary duty tours of active duty in support of Civil Air Patrol activities. In addition, they

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\*See p 17.





The sixteen member team of CAP cadets from the Bronx Group of the New York Wing won top honors in the Civil Air Patrol National Cadet Competition conducted at Maxwell AFB, Alabama in December 1982. In April 1983, several team members visited the Pentagon and were presented the Air Force Chief of Staff

Sweepstakes Trophy by General Jerome F. O'Malley, then Air Force Vice Chief of Staff. Cadet Hector Marcayda holds the trophy while General O'Malley attaches a CAP Unit Citation Award streamer to the Bronx Group guidon held by Cadet Mark Springer.

The cadets also visited their Congressman from the Bronx District of New York City, Representative Tom Garcia, and presented him a copy of the 1983 CAP Annual Report to Congress: left to right, Cadets Douglas Thompson, Rafael Estevez,

Felix Alicia, and Mark Springer. The New York cadets then assisted National Capital Wing cadets in delivering a copy of the CAP Annual Report to each member of Congress. (Photos by Rand McNatt)





also served more than 17,000 mandays of nonpaid, points only, advice and assistance time.<sup>29</sup>

Good results were achieved in Public Affairs during 1983 through the efforts of the CAP-USAF Public Affairs Office and the CAP National Publicity Committee. New radio and television tapes publicizing Civil Air Patrol were produced for use across the nation. Excellent articles about Civil Air Patrol were published in the Air Force Association and Aircraft Owners and Pilots Association magazines. A long, well-written article on Civil Air Patrol was scheduled for publication in the Reader's Digest in March 1984. The August "Air Force Now" film highlighted CAP and was distributed worldwide.<sup>30</sup>

At the close of 1983, General Patton was pleased with the progress achieved during the year. In his comments to the CAP National Board, he said:

*When I say that it has been a good year, I really mean it sincerely. We at National are pleased with the progress we have made in our partnership. And when I say "partnership" that is what I mean. Civil Air Patrol and the Air Force make a great team. If we have had a good year, it is because we have had shared goals and have shared the effort.<sup>31</sup>*

## CHAPTER II

### AEROSPACE EDUCATION

Civil Air Patrol continued in its basic mission of providing aerospace education opportunities to Civil Air Patrol members and the general public. The membership was served through the academic phases of the structured CAP Cadet Program and the Aerospace Education Program for Senior Members, while an external aerospace education program was made available for the general public. Aerospace Education was established as one of the primary missions of Civil Air Patrol under Public Law 476 of the 79th Congress which established the organization as a federally chartered benevolent corporation on 1 July 1946. Aerospace Education has been defined by Civil Air Patrol as "That branch of general education concerned with communicating knowledge, skills and attitudes about aerospace activities and the total impact of air and space vehicles on society." The professional staff assigned to the HQ CAP-USAF Directorate of Aerospace Education continued to develop and implement aerospace education materials and programs and to work with educational institutions and other educators both within and outside Civil Air Patrol in accomplishing the overall CAP Aerospace Education Mission.<sup>1</sup>

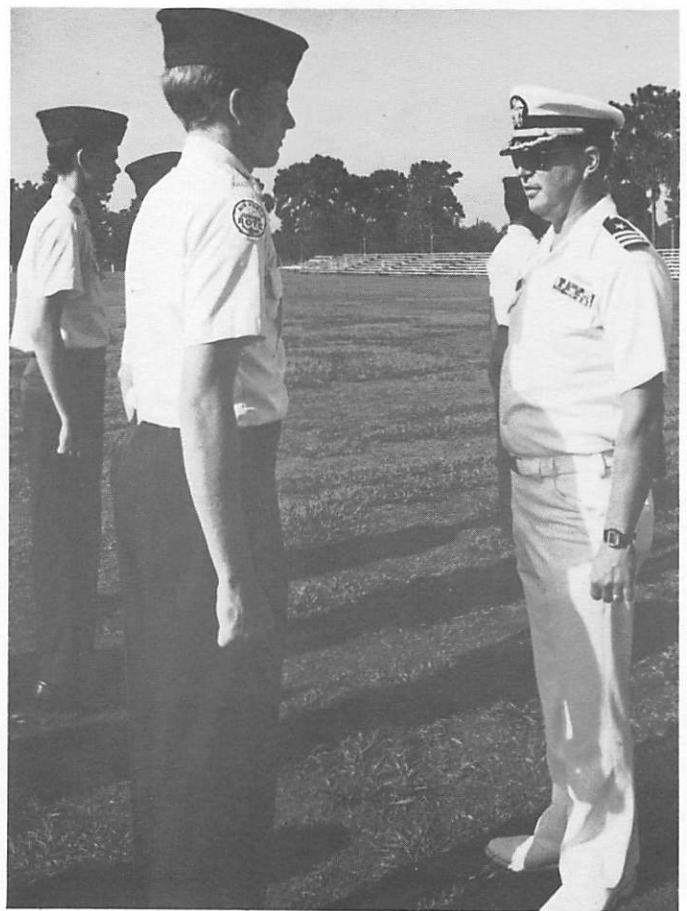
#### NATIONAL CONGRESS ON AEROSPACE EDUCATION

The annual National Congress on Aerospace Education (NCAE) was held at the Aladdin Hotel in Las Vegas, Nevada on 7-9 April 1983. Civil Air Patrol sponsored the congress in cooperation with the Federal Aviation Administration, the National Aeronautics and Space Administration and the National Air and Space Museum. The event was attended by approximately 1,000 educators, representatives of the nation's aerospace industry and noted aerospace personalities from the 50 states, Puerto Rico and several foreign countries, which represented the largest number of participants in the sixteen-year history of the congress. The NCAE provided a national forum for aerospace teachers that promoted an awareness of new developments and advances in technology. It also served as an excellent vehicle for establishing aerospace education as a curriculum element in the nation's schools. The CAP-USAF Aerospace Education staff was actively involved in preparing and conducting the congress. Mr. John V. Sorenson served as Director of the Planning Committee; Mr. Harold R. Bacon as Associate Director; Mr. Warren Garthright as General Assembly Coordinator; Ms. Jeanne Wilson as Facilitator; Mr. William DePaola as Crown Circle Coordinator, and Mrs. Rita

**Museum Workshop.** Cathie Muza of Kentucky's CAP Centenary Composite Squadron helps children construct model rockets during a workshop at the U.S. Air Force Museum at Wright-Patterson AFB, Ohio. The museum, in conjunction with Civil Air Patrol and Air Force Reserve Advisors to Civil Air Patrol, conducted two model rocket workshops and a hot-air balloon workshop during 1983. The programs were in observance of the 200th anniversary of Montgolfier's first launch of a hot-air balloon.



**Best Pilot.** Lisa Matthews pre-flights aircraft during a CAP search and rescue exercise. Lisa is a mission pilot with Arizona Wing's Sky Harbor Squadron 301 and was selected by the National Intercollegiate Flying Association as "Top Female Pilot for 1983." She was awarded a trophy and a scholarship for that achievement. Lisa, who is a captain of the Arizona State University Flying Team, was also awarded a "99's Achievement Award" scholarship and the Amelia Earhart Medallion.



**Inspection Time.** U.S. Navy Commander Dennis L. Zueare inspects cadets prior to parade during the Florida Wing cadet encampment at the Naval Training Center in Orlando. (Photo by Sid Birns)

Ricks as Manager of the Information Center. The Aerospace Education staff also developed all materials used in conducting the congress.<sup>2</sup>

Congress participants included: Dr. Edgar Wycoff, Professor of Communications at the University of Central Florida; Mr. Steve Richie, Vietnam War Ace and lecturer; Commander John Creighton, NASA Astronaut; Major Kevin Collins, Executive Officer of the US Air Force Thunderbirds; Fay Gillis Wells, journalist and aviator; Mary Feik, author, engineer and pilot; Walter Boyne, Director of the National Air and Space Museum; Colonel Frances Gabreski, USAF (Retired), America's top living ace; Brig Gen Charles E. "Chuck" Yeager, USAF (Retired), the first man to fly faster than sound; A. Scott Crossfield, aviation expert and test pilot; Paul M. Garber, Historian Emeritus, National Air and Space Museum; James McDonnell of the Air Force Association; Jane Caballero, Georgia Department of Education; Don H. Clauson of the Federal Aviation Administration; George Gay, sole survivor of Torpedo Squadron Eight in the Battle of Midway; Brig Gen Howard L. Brookfield, National Commander of Civil Air Patrol; and Brig Gen David L. Patton, Commander of CAP-USAF and Executive Director of Civil Air Patrol.<sup>3</sup>

### AEROSPACE EDUCATION WORKSHOPS

Civil Air Patrol support of aerospace education workshops for teachers continued to be one of the most important elements of its external aerospace education program. The purpose of the workshop program was to provide attendees a basic knowledge and understanding of aviation and space which could be used in their teaching upon return to the classroom. Civil Air Patrol cooperated with colleges and universities and individual school systems in support of 185 graduate-level workshops in 40 states and Puerto Rico during 1983. The workshops were attended by approximately 5,000 educators. Civil Air Patrol provided advice, assistance and support in developing curriculum to meet the requirements of host institutions. Air Force Reserve personnel on active duty tours provided liaison and instructional support to workshop directors. In some cases, the Air Force provided airlift for workshop attendees to visit an aerospace facility as part of the curriculum.<sup>4</sup>

### AEROSPACE EDUCATION PUBLICATIONS

The HQ CAP-USAF Directorate of Aerospace Education completely revised the textbook AEROSPACE: The Challenge. The new edition was superior to the first and was produced at a cost substantially less than the first edition. The book had become the standard teaching/reference text for a variety of audiences, from secondary schools to special college-level courses. It was

used by the US Air Force Junior Reserve Officer Training Corps (AFJROTC) as part of its aerospace science curriculum and by Civil Air Patrol in a self-study format with the Aerospace Education Program for Senior Members. The text used by AFJROTC was divided by subject matter and printed in two volumes. That allowed presentation of selected subject matter to first-year students and saved printing costs since fewer copies of the second volume were needed for second-year students. The revised text was accompanied by revised "Student Study Guide" and "Instructor's Guide."<sup>5</sup>

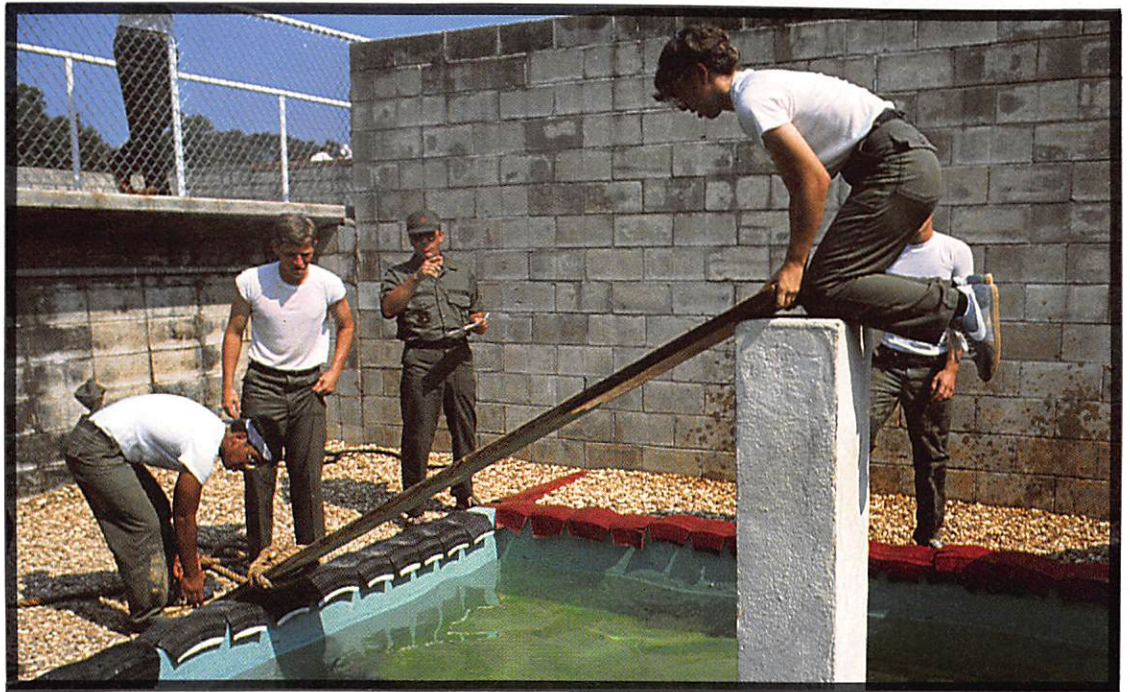
The Aerospace Education Program for Senior Members (AEPSM) adopted by the CAP National Executive Committee in 1981 and developed and implemented in 1982, continued to be administered by the HQ CAP-USAF Aerospace Education Directorate during 1983. Since the program was based on the concept of "leadership by example," all members of the CAP National Board were challenged to complete the course prior to implementation of the program for all CAP senior members on 1 July 1982. Although completion of the program was not required for promotion or progression, it was considered an obligation of membership voluntarily accepted by each member when they joined CAP. The course was completed by 1,044 members during 1983. In addition to the revised edition of the textbook AEROSPACE: The Challenge used in the program, the Aerospace Education staff developed two new controlled AEPSM examinations, which after evaluation were shown to be sound evaluation devices.<sup>6</sup>

A two-page feature presentation entitled, "Aerospace Update" initiated in 1982 for quarterly publication in the Civil Air Patrol News was continued by the Directorate of Aerospace Education in 1983. The articles were planned to alternate between the categories of Civil Aviation, Space Aviation, Aerospace Industries and Military Aviation. Two of the articles: "X29A Advanced Technology Demonstrator" and "F/A-18 Hornet--New Navy/Marine Corps Strike Fighter," were featured during 1983.

### FRANK G. BREWER MEMORIAL AEROSPACE AWARDS

The Frank G. Brewer Memorial Aerospace Awards were presented at the CAP National Board Meeting in Las Vegas, Nevada, on 12-13 August 1983. The awards were presented to recognize noteworthy achievements contributing to aerospace advancement or understanding. The 1983 recipients were: Cadet/Lt Col Jack R. Downey, Jr., of the West Virginia Wing in the Cadet Category; Lt Col Guy Marschner of the California Wing in the Senior Category; and Dr. Gail J. Phares of the Colorado Wing in the Individual Category.<sup>8</sup>





The annual Civil Air Patrol Cadet Officer's School held at Gunter AFS, Alabama was attended by 106 students from 29 states and Okinawa. The ten-day program was designed to equip cadets with leadership and management principles for everyday use and advancement in the CAP Cadet Program. In addition to softball and volleyball, cadets were also tested physically and mentally by Project X, an exercise designed to provide basic lessons in leadership, teamwork and problem solving. (Photo by Rand McNatt)

Aerospace Education is one of the three basic missions of Civil Air Patrol. It is accomplished through both internal and external programs. Internally, aerospace education is incorporated into the cadet and senior member training programs. The external program is designed to add to the aerospace knowledge of the

general public and is conducted through aerospace education workshops for teachers. Civil Air Patrol, in cooperation with colleges, universities, and individual school systems, supported 185 graduate-level workshops in 40 states and Puerto Rico during 1983 with 5,000 educators in attendance.





## CHAPTER III

### TRAINING

The CAP-USAF Directorate of Training consisted of the Cadet Programs Division and Senior Training Division. A civilian training administrator position in the Senior Training Division was converted to a military position, but there were no significant changes in functional responsibilities or budgetary requirements.

#### CADET PROGRAMS

As in previous years, CAP-USAF continued to place special emphasis on CAP's youth development program. The CAP-USAF Cadet Programs Division continued to develop, monitor, and certify the conduct of the Civil Air Patrol Cadet Program. The program was designed to develop and motivate young people to leadership and responsible citizenship through an interest in aviation. The program was open to United States citizens and persons lawfully admitted for permanent residence to the United States and its territories and possessions who were 13 years of age, or had satisfactorily completed the sixth grade, through 18 years of age. Upon reaching age 18, cadets could choose to either become senior members or continue in the cadet program until their 21st birthday.<sup>1</sup>

The program provided opportunities for cadets to develop leadership skills in an aerospace-oriented environment under the guidance of adult CAP leaders and with the advice and assistance of Air Force liaison personnel. Cadets were permitted to progress at their own pace through a structured program of 15 achievements including aerospace education, leadership training, physical fitness and moral leadership. Throughout the program, cadets became eligible to participate in encampments, orientation flights, and a variety of national and international activities. Other incentives and benefits included increase in cadet rank, receipt of ribbons and achievement awards, eligibility to compete for academic and flight scholarships, and advanced entry rank of E-3 should a Mitchell Award recipient choose to enlist in the US Air Force. A measure of the attractiveness of the CAP Cadet Program has been a 15 percent increase in cadet enrollment over the past three years; from 22,721 on 1 January 1981 to 26,104 on 31 December 1983.<sup>2</sup>

## CADET SPECIAL ACTIVITIES

The special activities program was designed to provide cadets with incentive and motivation toward greater participation in the cadet program and to broaden their scope of thinking and experience. Many special activities were developed, conducted and controlled by CAP personnel at region, wing and squadron level. However, the CAP-USAF Cadet Programs Division conducted the following six types of national cadet special activities at nine locations for 558 CAP cadets during 1983.<sup>3</sup>

The International Air Cadet Exchange (IACE) program was first conducted in 1947 between the Air Cadet League of Canada and the Air Training Corps of Great Britain. Civil Air Patrol entered the program in 1948 with the assistance of the US Air Force and has participated annually since. The program has grown and involved as many as 41 countries over the years. From its origin the purpose of the IACE has been to promote international understanding, goodwill and friendship among young people having a common interest in aviation. During the 19-day exchange, participating organizations in each country sponsored and provided visiting cadets with sightseeing trips, tours of aerospace industries and museums, visits to airports and Air Force installations, orientation and training flights in gliders and powered aircraft and visits in host families' homes. The 1983 program conducted during the period 17 July through 4 August involved 106 CAP cadets and 21 senior member escorts in an exchange with a like number from 15 other countries. Colonel Arthur W. Ahl, Director of Training, was Project Officer and Sergeant Susan M. Parker was Assistant Project Officer.<sup>4</sup>

The ten-day National Cadet Officer School was conducted at Gunter Air Force Station (AFS), Alabama, for the second consecutive year during the last part of July and the first part of August. One hundred and six cadets from 33 wings (including Hawaii and Alaska, and the squadron at Okinawa) participated in this event. The course consisted of seminar instruction, lectures, leadership lab, and sports. It was supported by the various Air Force Professional Military Education Schools and emphasized the development and application of basic leadership and management skills. Mr. D. H. Laing of the Directorate of Training, was Project Officer, and Lt Col Phil Simmons, USAF Reserve (USAFR), was the School Director. They were assisted by 12 Reserve officers and two Reserve noncommissioned officers. Cadet Paul V. Harris served as Commandant of Cadets and Cadet Michael W. Brenpam, Okinawa squadron, was selected as the outstanding cadet.<sup>5</sup>

The Air Training Command (ATC) hosted the ATC Familiarization Course at two ATC Undergraduate Pilot Training bases and one Navigator Training base. The objective of this program was to acquaint CAP cadets with the specific activities involved in ATC as well as to stimulate an interest in the USAF as a

# CIVIL AIR PATROL CADET PROGRAM ACHIEVEMENT SPECIFICATIONS AND AWARDS

RESPONSIBLE STAFF OFFICER		ACTIVITIES OFFICER		LEADERSHIP OFFICER		AEROSPACE EDUCATION OFFICER		CHAPLAIN			
Achievement		Activities		Physical Fitness		Leadership		Aerospace Education		Moral Leadership	
										Rewards*	
Motivation Phase		An optional 90 day phase with no CAP grooming standards or uniform requirements. Designed to provide new cadets with an orientation to CAP (see below) and to motivate them to accept CAP standards and continue into Phase I.									
		In-depth orientation to CAP Cadet Activities (CAPM 50-16)		In-depth orientation to CAP Cadet Physical Fitness Program (CAPM 50-16)		In-depth orientation to CAP Cadet Leadership Laboratory. (CAPM 50-16)		In-depth orientation to CAP Cadet Aerospace Education (CAPM 50-16)		In-depth orientation to CAP Cadet Moral Leadership Program. (CAPM 50-16)	
Phase I The Beginning Phase	1. General J.F. Curry	Participation in planned squadron activities programs, such as:  ● Orientation Flights ● Power Flight Training ● Glider Flight Training ● Drill Team Competition ● SAR/Ground Rescue ● Model Aircraft and Rocketry ● Radio Communications ● First Aid ● Life-Saving ● Survival Techniques ● Public Speaking ● Visitation ● Guest Speakers ● Toastmasters ● Sports (Individual and Team) ● Community Service Projects ● Etc., etc., etc.	one type A or B Encampment for each cadet.	AEROBICS: 30 Points Weekly Test: One Mile-11 Minutes. (Must be timed for each achievement.)		Leadership Text (self-study); specific assignments listed in the forward. Leadership Laboratory at Weekly Meeting. Written and/or performance tests for each achievement. (Local Control-Closed-book)		NO AEROSPACE EDUCATION REQUIREMENT		Discussion group every fourth meeting. Minimum Requirement: 50% attendance at ML meetings (minimum for each achievement), plus active participation — judgement of chaplain.	
Phase II The Learning Phase	2. General H.H. "Hap Arnold"			AEROBICS: 30 Points Weekly Test: One Mile-10 Minutes.				CHAP 1 (Local Control-Closed-book Test)			
	3. Wright Brothers			AEROBICS: 30 Points Weekly Test: One Mile-9 Minutes.				CHAP 2 (Local Control-Closed-book Test)			
	4. Captain Eddie Rickenbacker			AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.				CHAP 3 (Local Control-Closed-book Test)			
	5. Charles A. Lindbergh			AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.				CHAP 4 (Local Control-Closed-book Test)			
	6. General Jimmy Doolittle			AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.				CHAP 5 (Local Control-Closed-book Test)			
	7. Dr. Robert H. Goddard			AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.				CHAP 6 (Local Control-Closed-book Test) AEROSPACE EDUCATION TEST (Local Control-Closed-book Test)			
MITCHELL AWARD — Eligible for Scholarships											
Phase III The Leadership Phase	8. Flight Commander	Drill Team	AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.		Written and/or performance tests for each achievement (Local Control-Closed-book)	Serve As Counselor Or Staff Assistant	Staff Duty Analysis: FLIGHT COMMANDER (Locally Controlled Tests)		Serve satisfactorily in one officer level staff position.	Cadet 2d Lt	
	9. Public Affairs Officer		AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.				PUBLIC AFFAIRS OFFICER				
	10. Logistics Officer		AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.				LOGISTICS OFFICER				
	11. Operations Officer		AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.				OPERATIONS OFFICER				
AMELIA EARHART AWARD											
Phase IV The Executive Phase	12. Leadership Officer	Drill Team	AEROBICS: 30 Points Weekly Test: One Mile-8 Minutes.		Written and/or performance tests for each achievement (Local Control-Closed-book)	Serve As Counselor Or Staff Assistant	LEADERSHIP OFFICER		Serve satisfactorily in one officer level staff position.	Eligible for Discretionary Grade of C/Major (Awarded by Squadron Commander)	
	13. Aerospace Education Officer		AEROBICS: 30 Points Weekly Test: One Mile-7½ Minutes.				AEROSPACE EDUCATION OFFICER				
	14. Administrative Officer		AEROBICS: 30 Points Weekly Test: One Mile-7½ Minutes.				ADMINISTRATIVE OFFICER				
	15. Cadet Commander		AEROBICS: 30 Points Weekly Test: One Mile-7½ Minutes. PREPARE FOR SPAATZ TEST				CADET COMMANDER				
SPAATZ AWARD (based on passing of Spaatz Test) — Cadet Col Certificate — Spaatz Ribbon											

Suggested Meeting Format:

Opening Ceremony	5 Minutes
Squadron Inspection	10 Minutes
Leadership Laboratory	30 Minutes
Break	10 Minutes
Aerospace Current Events—Reports and Discussion	10 Minutes

Activity Period/Special Interest	60 Minutes
(Moral leadership discussions) (every fourth meeting)	
Counseling	20 Minutes
Closing Ceremonies	5 Minutes



\*Promotion authority is vested in the Squadron Commander based on the cadet's completion of all established requirements for each achievement, and certification thereof.

career. The course was conducted during the period 10-16 July for 96 CAP cadets. Captain Carl Tibbett, USAF, was the Project Officer and Major Sherman Hales, USAFR, served as Activity Director for the 26 cadets in the course at Mather AFB, California. The course at Laughlin AFB, Texas, with 30 cadet participants was conducted by Lieutenant Thomas Smith, USAF, as Project Officer and Lt Col Jon Tankersley, USAFR, as Activity Director. Captain Marty Parrish, USAF, was the Project Officer, and Major Bruce Burkhard, USAFR, was Activity Director for the 41 cadets at Columbus AFB, Mississippi.<sup>6</sup>

The Pararescue Orientation Course was designed to allow CAP cadets to participate in the various facets of Air Force pararescue training. It was originally planned and conducted by the Pararescue School located at Kirtland AFB, New Mexico, with the use of the training site in the Sangre De Cristo mountains north of Albuquerque, New Mexico. However, because of the special cadet interest in this type activity, it was decided to expand to three courses annually to be held in different locations of the United States and at different times to accommodate the maximum number of participants. For 1983, they were: Kirtland AFB, New Mexico, from 7-13 August for 37 cadets. Lt Col John F. Kolar, USAF-CAP Liaison Officer New Mexico, was Project Officer, and Major Thomas L. O'Melia, USAFR, was Activity Director. The second site was Fort Knox, Kentucky, from 7-13 August for 44 cadets. Lt Col Charles G. Rapp, USAF-CAP LO, Kentucky, was Project Officer and Major Francis W. Wyborski, USAFR, was Activity Director. The third course was held at George Washington National Forest, Virginia, from 14-20 August. Lt Col Paul Roberts, USAF-CAP Middle East Liaison Region Director of Operations, and Major Philip C. Amrhein, USAF-CAP Middle East Liaison Region Director of Training, were Project Officers and Major Willard Inscoe, USAFR, was Activity Director. The curriculum for all courses and the instruction for the Kirtland program were provided by the pararescue personnel from Kirtland AFB. The instruction for the Fort Knox and George Washington National Forest programs was provided by two pararescue instructors from Kirtland AFB and two from Eglin AFB, Florida.<sup>7</sup>

The National Cadet Competition was conducted at Maxwell AFB, Alabama, during the period 27-30 December. Sixteen-member teams from each of the eight CAP regions competed in the areas of physical fitness, aerospace knowledge, and precision drill. The "USAF Chief of Staff Trophy" was presented to the winning team by Air University Commander, Lt Gen Charles G. Cleveland. Major H. Dow Foxx, Chief of Cadet Programs, was Project Officer and was assisted by six USAF Reserve officers. Three volunteers from the USAF Senior Noncommissioned Officer Academy acted as judges for drill, and six volunteers from the Squadron Officer School officiated the volleyball competition. Winners and awards were:<sup>8</sup>



**AFA Award.** CAP's Outstanding Cadet of the Year, Eric A. Boe, was presented a special Air Force Association Plaque by retired Air Force Maj Gen Daniel F. Callahan, a national director of the Air Force Association. The Georgia Wing cadet is now attending the Air Force Academy. (Photo by Rand McNatt)



**Oregon Library.** Air Force Brig Gen David L. Patton, CAP-USAF Commander, and Maj Alyson Davis, Oregon Wing Chief of Staff, review CAP historical material displayed in the wing's new library. The library was the brainchild of Oregon Wing Historian Capt Marie Walker. (Photo by Richard Burrows)



**Aerospace Seminar.** World War II "Aces" retired Air Force Col Francis S. Gabreski (left) and retired Brig Gen "Chuck" Yeager addressed attendees at the 1983 National Congress on Aerospace Education held in Las Vegas in early April. The congress was sponsored by CAP, FAA, NASA, and the National Air and Space Museum. (Photo by Rand McNatt)



**Award Presented.** Cadet Erich R. Bridges attained the highest level of achievement in the CAP Cadet Program as signified by the General Carl A. Spaatz award presented by Iowa Governor Terry Branstad. Erich is a member of Iowa's Davenport Composite Squadron.



**Cadet Competition.** The CAP Illinois Wing team, representing the CAP Great Lakes Region, performs innovative drill during the 1983 National Cadet Competition held at Maxwell AFB, Alabama in late December. The team won the USAF Chief of Staff Sweepstakes Trophy in the closely contested two-day event that test a 16 member team from each of the eight CAP regions in precision drill, physical fitness and aerospace knowledge. (Photo by Rand McNatt)



**Attending Academy.** Former members of the National Capital Wing's Virgil I. Grissom Cadet Squadron, left to right, Marlow B. Martin, Anne Benovil and Eric Jenkins are attending the Air Force Academy. Jenkins, who is attending the Academy Preparatory School, is a private pilot and a former Junior ROTC member. Benovil is also a former Junior ROTC member and a member of the National Honor Society. Martin was a delegate of the Maryland Boy's State and District of Columbia Youth Leaders Convention and also a former Junior ROTC member.



<u>Activity</u>	<u>Winner</u>
<u>Drill Competition</u>	
Open Ranks Inspection	NER (NY)
Standard Drill	NER (NY)
Innovative Drill	NER (NY)
Overall Drill Runner-Up	GLR (IL)
Overall Drill Winner	NER (NY)
<u>Physical Fitness</u>	
Volleyball (First Place)	PACR (CA)
Mile Run (First Place)	NER (NY)
Physical Fitness Runner-Up	GLR (IL)
Physical Fitness Winner	NER (NY)
<u>Cadet Bowl</u>	
Panel Quiz (First Place)	GLR (IL)
Written Exam (First Place)	PACR (CA)
Cadet Bowl Runner-Up	PACR (CA)
Cadet Bowl Winner	GLR (IL)
<u>Special Awards</u>	
Outstanding Cadet Award	Donna S. Jones
Special Team Award	SWR (TX)
<u>Overall Awards</u>	
Sweepstakes Runner-Up	NER (NY)
Sweepstakes Winner	GLR (IL)

## AWARDS

Cadet Eric A. Boe, Georgia Wing, was selected as the Civil Air Patrol Cadet of the Year. This annual award was to recognize the outstanding cadet based on the following criteria: demonstrated leadership, participation in the cadet program, academic excellence, and community involvement.<sup>9</sup>

The Billy Mitchell Award, earned by 1,357 CAP cadets, not only makes them eligible for numerous CAP special programs, but also qualifies them to enlist in the Air Force in pay grade E-3 (Airman First Class). The Amelia Earhart Award, earned by 443 cadets, entitles the recipient to apply for a cadet position in the International Air Cadet Exchange. The General Carl A. Spaatz Award, which signifies the highest level of achievement in the structured cadet program, was presented to 48 cadets.<sup>10</sup>

The Franklin County Composite Squadron was selected as the Civil Air Patrol Squadron of Distinction. The award was based

on the unit's overall accomplishments from 1 July through 31 December 1982 as well as favorable recognition by the Illinois Wing Commander and the Great Lakes Region Commander. An annual award established by the family of the late Brig Gen F. Ward Reilly, CAP, former Chairman of the National Board, in his honor, recognized the individual leadership of the squadron commander of the CAP Squadron of Distinction. Major John L. Skinion was the recipient of this award. The following runners-up to the Squadron of Distinction were designated Squadrons of Merit:<sup>11</sup>

- a. Greenville Composite Squadron, Tennessee Wing.
- b. Allen County Cadet Squadron, Indiana Wing.
- c. Nassau Cadet Squadron VIII, New York Wing.
- d. Quinsigamond Composite Squadron, Massachusetts Wing.

### CADET ENCAMPMENTS

CAP cadet encampments were conducted either at USAF or Department of Defense (DOD) installations as arranged by Headquarters personnel, or at community, state and national facilities arranged by personnel at the local level. Because of its importance in a program of personal development, the encampment has become a significant part of the structured program and is a prerequisite to earning the General Billy Mitchell Award. During 1983, 5,878 CAP cadets attended encampments with 1,050 senior members serving as supervisors. Encampments were conducted at 28 active Air Force bases and at 18 other DOD facilities. An additional 21 encampments were conducted at non-DOD facilities.<sup>12</sup>

### FLIGHT TRAINING

Civil Air Patrol allocated \$33,000 in its fiscal year 1983 budget to provide locally-conducted solo flight training and orientation flights for cadets. The funds provided 53 solo flight scholarships to cadets in the 52 CAP wings and overseas units. Scholarships covered expenses of ground school and flight training leading to solo qualification.<sup>13</sup>

All CAP cadets were eligible to qualify for a series of six 30-minute orientation flights. The program was funded and conducted at wing and unit levels, but the CAP national treasury provided partial reimbursement for the first flight. During Fiscal Year 1983, the 52 wings and overseas units were partially reimbursed for the expense of providing over 3,300 cadets with their first flight experience through a locally-conducted orientation flight.<sup>14</sup>





Cadet Doan Nguyen of the CAP Connecticut Wing conducts a radio check prior to a ground team exercise during the fourth annual Northeast Region Search and Rescue Competition held at Westover AFB, Massachusetts, during July. The event brought together more than 350 Civil Air Patrol participants and Air

Force evaluators from the nine CAP wings that comprise the Northeast Region. Each wing was evaluated and scored on aircrew, ground team and mission coordinator performance. The New Hampshire Wing placed first, with New York and New Jersey as close runner-ups. (Photo by Rand McNatt)

Cadets at evening formation during the Ground Search and Rescue School at Hawk Mountain, Pennsylvania. The activity attracted 139 CAP cadet and senior members for a week of training and living in the wilderness. Most of the training, including a

three-day mountain survival exercise, was conducted in the field under conditions that would be encountered on actual ground search and rescue missions. (Photo by Rand McNatt)





## ACADEMIC SCHOLARSHIPS

In 1983, the Civil Air Patrol, through its National Scholarship Program, provided a total of \$35,500 to 60 of its members to supplement their college or vocational-technical school education. Scholarships were given for study in engineering, education, humanities, theology, and science. Recipients ranged from young persons interested in learning to be aircraft mechanics to those pursuing advanced degrees in aeronautical engineering or aerospace medicine.<sup>15</sup>

The National Order of Daedalians, a multi-service fraternal organization of military pilots, in its seventh year of sponsorship, increased the number of \$1,000 powered flight scholarships for CAP cadets to three. The 1983 scholarships were awarded to Renate Johnston of the Ohio Wing, Andre Jordan of the Texas Wing, and Robert Osborn of the Missouri Wing. The scholarships were used for ground and flight training toward an FAA private pilot certificate.<sup>16</sup>

## SPECIAL PROJECTS

The "Resolution of Mutual Association" was 17 months old at the end of 1983. Dual membership has shown steady growth since the beginning of the association with approximately 100 dual-chartered units and 1,300 dual-chartered members at year's end. It is expected that this association with the Exploring Division of the Boy Scouts of America will continue to provide a meaningful exchange of ideas and fellowship.<sup>17</sup>

## SENIOR MEMBER TRAINING

As a federally chartered, volunteer, nonprofit, benevolent corporation and an official auxiliary of the US Air Force, Civil Air Patrol assumed obligations to perform specific missions in the interest of the nation and individual communities. CAP mission performance required an informed, active senior membership trained in leadership, management and functional tasks. Since persons entering Civil Air Patrol as senior members represented a microcosm of the society with diverse education and skill levels, a unique training program was required to ensure readiness and top performance in all mission and mission support areas. The five-level senior member training program was revised in September to make it more relevant to corporate requirements, more appropriate to member needs, and more attainable by CAP members. Current members were permitted to complete training under the old program; members joining after September 1983 were entered into the revised program; and 1 September 1985 was established as the date for all senior members to come under the revised program.<sup>18</sup>

## LEVEL I--ORIENTATION

Level I was maintained as an introductory level, orienting the new senior member to CAP and to basic leadership and management principles. A requirement to study the Leadership and Management pamphlets (CAPP 300-303) was added to the Senior Member Handbook, a collection of study materials for the newly joined senior member. Other materials included: an introductory letter from the Chief of Senior Training; CAP Manual 50-1, Introduction to Civil Air Patrol; CAP Manual 20-1, Organization of Civil Air Patrol; CAP Pamphlet 151, Customs and Courtesies; CAP Manual 39-1, Civil Air Patrol Uniform Manual; CAP Manual 50-17, Senior Member Training Program; CAP Visual Aid 49, Civil Air Patrol Cadet Program Achievement Specifications and Awards; CAP Visual Aid 175, Senior Member Training Program Diagram; a letter from the Director of Safety, HQ CAP-USAF; and Senior Training Document 2 (Part 1/Level I Orientation Course). These Level I materials were to be reinforced by a slide/tape presentation in Part II. During 1983, over 65 percent of all active senior members had completed Level I training.<sup>19</sup>

## LEVEL II--TECHNICAL SPECIALTY

Level II was designed to enable the senior member to begin training in one or more of the CAP specialties and learn to perform unit functions. Study guides were provided and the trainee was encouraged to study CAP directives pertaining to the specialty. Often new members trained under an experienced member in an on-the-job training situation. During 1983, a new Historian Study Guide was developed and a Chaplain Specialty correspondence course was made available through the Extension Course Institute.<sup>20</sup>

CAP Squadron Leadership Schools were conducted locally to augment training in Level II specialties. In these weekend schools, members were provided a working knowledge of all specialties, and given in-depth instruction in the specialty of their choice. Members also learned to handle certain CAP-unique leadership and counseling situations, and received instruction on planning unit meetings and activities. Perhaps as important as the stated course objective was the opportunity for members from the same geographical areas to get to know each other, which often resulted in more cooperation between units in developing and conducting activities. During 1983, 80 Squadron Leadership Schools were conducted with 1,868 senior members attending.<sup>21</sup>

In addition, senior members studied a CAP Officer Course administered by the Extension Course Institute at Gunter AFS, Alabama, to help prepare them to become effective officers in



Ground teams perform an essential function in most search and rescue operations. Personnel on the ground often can begin the mission and continue it when weather or darkness preclude or interrupt air search. Ground teams using hand-held direction finders supplement airborne searchers in pinpointing emergency locator transmitter (ELT) signals from crashed aircraft. (Photo by Rand McNatt)

Civil Air Patrol. Upon completion of Level II, the senior member was awarded the Leadership Ribbon and a Certificate of Proficiency. Over 86 percent of those members who had completed Level I also completed Level II.<sup>22</sup>

### LEVEL III--COMMAND AND STAFF

Level III placed emphasis on management of corporate programs and made CAP senior members more aware of varied unit functions. A two-day Corporate Learning Course was developed for Level III and implemented in September 1983. The course was designed to be conducted over a weekend and to concentrate on the provisions of specified regulations, pamphlets, and manuals of CAP. It was also designed to provide the senior member with the practical knowledge necessary for squadron management. A Corporate Learning Course guide and other Corporate Learning Course training materials was provided to any requesting CAP unit conducting a Corporate Learning Course. From September to December 1983, four Corporate Learning Courses were conducted with 147 members attending. Completion of a Corporate Learning Course, along with holding a command or staff position for one year, attaining a senior rating in the member's specialty, and participating in specific CAP activities above the squadron level were required to complete this level of training. During 1983, 1,135 senior members completed Level III training.<sup>23</sup>

### LEVEL IV--SENIOR COMMAND AND STAFF

The primary objective of Level IV was to prepare CAP senior members to better execute duties and responsibilities associated with CAP command and staff positions. Members at this level were expected to represent CAP in their communities by giving presentations before local civic clubs, church groups, and non-CAP agencies. Also, as part of Level IV training, the senior member attended a one-week staff college conducted in region. The colleges provided training in communicative, leadership and management skills to squadron level command and staff officers. The seven region staff colleges held in 1983 were attended by 256 senior members. Senior members were also required to take a more active role in national, regional, or wing events and continue their services in a command or staff position. The attainment of the master rating in their specialty completed all requirements for this level. A total of 509 seniors completed Level IV training during 1983.<sup>24</sup>



## LEVEL V--EXECUTIVE

Senior members at this level were required to take a more active responsibility for CAP activities. They were expected to serve as a staff member in one of the CAP training programs and to continue in a unit command or staff position. The required attendance at the ten-day National Staff College conducted annually at Maxwell AFB, Alabama, provided advanced leadership/management training, an insight into international affairs and higher awareness of CAP policies on a national level. The National Staff College made extensive use of the facilities and faculties of the USAF Air University's Professional Military Education Schools. Both graduate and undergraduate academic credit were available for completion of the college. In 1983, 56 senior members graduated from the college. Other requirements needed for completion of Level V included active participation in senior member training programs at squadron, region or national levels, and holding a command or staff position for three years.<sup>25</sup>

## SPECIALIZED TRAINING

CAP senior members participated in numerous community-level specialized training programs such as those conducted by the American National Red Cross, local civil defense agencies, and national programs.

The National Search and Rescue (SAR) School was designed to enhance the professionalism of SAR mission coordinators. In 1983, 26 CAP personnel attended the one-week course conducted by the USAF and US Coast Guard at Governor's Island, New York. An additional school was conducted at Kirtland AFB, New Mexico for 26 CAP members.<sup>26</sup>

Extension Course Institute (ECI) was the correspondence school of the Air Force and open to CAP members without charge. Action was taken so the ECI catalog listing of courses would be provided to each CAP unit beginning in 1984. CAP members found ECI courses in general military training and certain specialized fields, such as communications, especially beneficial. CAP-unique courses were also developed and administered by ECI to augment training in the Level II specialties. In addition to the CAP Officer Course, a new Emergency Services ECI course was developed for use in the Emergency Services Specialty Track. During 1983, CAP listed approximately 5,000 enrollees in 16 different ECI courses.

## AWARDS

Senior members continued to progress and perform well during 1983 as evidenced by the numerous awards they received:



**Garber Award.** Maj Paul A. Willard of the Arkansas Wing was presented the CAP Paul A. Garber Award by Dr. Garber in recognition of completion of Level IV of CAP's Senior Member Training Program. Dr. Garber is Historian Emeritus of the National Air and Space Museum. In addition to his CAP service as Public Affairs Officer for the Arkansas Wing, Maj Willard is also an Air Force Officer and a missile combat crew commander at Little Rock, AFB, Arkansas. (Photo by Rand McNatt)



**Aviation Pioneer.** Nevada Wing's Captain Oliver C. "Boots" LeBoutillier shows Cadet Donna Gracie a book about the famous World War I "Sopwith Camel" during the National Congress on Aerospace Education. He learned to fly in 1915 in a Model B Wright Flyer, joined the Royal Canadian Air Force in 1916, and spent the remainder of World War I flying combat in Europe. A member of Civil Air Patrol since the mid-40's, LeBoutillier died in May at age 88.



**Number One.** The "Top 8 of the 80's" award is given under the Civil Air Patrol Management Analysis Program (CAP-MAP) in recognition of the top performing wing in each of the eight CAP regions. Indiana Wing Commander George W. Young, left, was presented the award by National Commander Howard L. Brookfield in recognition of his wing's achievement in competition with other wings of the Great Lakes Region. Also, in recognition of having the highest score in the overall competition, the Indiana Wing was named "Number One in the Nation." (Photo by Rand McNatt)



**Academy Grads.** Andrew E. Sizemore and Blanche B. Goodwin graduated from the Air Force Academy in the Class of 1983 and were commissioned as second lieutenants in the U.S. Air Force. They are former CAP cadet members of North Carolina's Raleigh-Wake Composite Squadron. They both place high value on CAP cadet training as preparation for entry into the Air Force Academy.

- a. Certificate of Proficiency (for successful completion of Level II requirements)--611 awards.
- b. Grover Loening Aerospace Award (for successful completion of Level III requirements)--127 awards.
- c. Paul E. Garber Award (for successful completion of Level IV requirements)--120 awards.
- d. Gill Robb Wilson Award (for successful completion of Level V requirements)--97 awards.<sup>27</sup>



## CHAPTER IV

### OPERATIONS

The Directorate of Operations continued to consist of the Emergency Services, Current Operations and Communications Divisions.

#### EMERGENCY SERVICES

The CAP-USAF Emergency Services Division continued to monitor and support the CAP emergency services mission in coordination with the USAF-CAP field liaison structure. The overall objective of the CAP emergency services mission was to save lives and relieve human suffering while safeguarding the lives of CAP personnel providing the service. This was accomplished through emphasis on professionalism in organization, training, planning and mission execution. CAP emergency services included search and rescue in support of the Aerospace Rescue and Recovery Service and Civil Defense and disaster relief operations in support of local, state and national emergency services organizations. CAP opened new ground by actively supporting DOD agencies in the expanding role of Military Support of Civil Defense. CAP cooperated with local civil officials and rescue organizations in search and rescue operations and had mutual support relationships with the American National Red Cross, Salvation Army, Federal Emergency Management Agency, and other humanitarian organizations in conducting disaster relief operations. In 1983, CAP officially became a member of the National Organizations of Volunteers Active in Disaster.<sup>1</sup>

#### SEARCH AND RESCUE

The US Air Force was assigned responsibility by the National Search and Rescue Plan for coordinating search and rescue operations in the inland region of the United States. It discharged this responsibility through the Military Airlift Command's Aerospace Rescue and Recovery Service (ARRS). Operating under ARRS, the Air Force Rescue Coordination Center (AFRCC) coordinated rescue missions upon request. In its role as a civilian auxiliary of the Air Force, Civil Air Patrol was the primary resource available to fulfill this responsibility. During 1983 Civil Air Patrol participated in 1,745 Air Force authorized search and rescue missions, flew 16,725 hours, and was credited with locating 782 search objectives (finds) and saving 154

**Navy Support.** The Naval Training Center at Orlando, Florida hosted a two week encampment for 200 Florida Wing cadets. In addition to the routine academic and physical fitness activities, an orientation flight for each cadet was provided by CAP pilots using 23 private and CAP corporate aircraft. "Fly Day" was the highlight of the encampment and the subject of the dining hall discussion between cadets (left to right) Melanie Star, Denise Field and Flora Schule. (Photo by Sid Birns)



**Preflight Check.** Cadet Darcy Dilling checks the oil level in her aircraft prior to one of two daily flights during the Minnesota Wing Cadet Solo Flight Encampment. All 16 cadets at the encampment soloed on schedule.



**Commander's Award.** Air University Commander, Lt Gen Charles G. Cleveland, left, presented the Air University Commander's Safety Award for Calendar Year 1982 to CAP Southeast Region. Col William C. Tallent as Commander of the Southeast Region accepted the award on behalf of all members of the region. CAP National Commander Howard L. Brookfield, center, witnessed the presentation during the annual CAP National Board meeting in Las Vegas. General Cleveland said the award was a first in the history of CAP and indicated Air University's and the Air Force's continuing concern for and support of outstanding safety achievement. (Photo by Rand McNatt)

Table 1:  
**WING PARTICIPATION IN EMERGENCY SERVICES**  
 1 January 1983 through 31 December 1983

	Missions	Sorties	Hours	Finds	Saves
Alabama	24	53	191	18	0
Alaska	90	681	1608	35	16
Arizona	57	501	1291	29	4
Arkansas	17	26	36	10	0
California	196	2119	3697	124	5
Colorado	55	681	1157	30	28
Connecticut	18	12	15	7	0
Delaware	10	29	33	5	0
Florida	108	289	505	117	0
Georgia	23	100	208	14	0
Hawaii	16	22	45	1	0
Idaho	19	58	105	2	8
Illinois	53	80	139	40	0
Indiana	21	26	42	13	0
Iowa	13	19	32	7	3
Kansas	63	98	145	14	40
Kentucky	17	39	74	10	0
Louisiana	65	213	386	45	0
Maine	22	43	100	14	0
Maryland	14	130	296	7	0
Massachusetts	31	124	258	24	0
Michigan	40	49	110	30	0
Minnesota	25	35	54	18	1
Mississippi	15	122	241	10	1
Missouri	22	52	102	14	0
Montana	10	24	37	4	4
Nebraska	16	33	56	12	6
Nevada	22	169	354	6	0
New Hampshire	9	26	62	4	0
New Jersey	60	124	190	39	0
New Mexico	49	246	506	14	4
New York	54	161	297	28	2
North Carolina	46	94	156	28	1
North Dakota	10	11	23	5	0
Ohio	38	79	120	20	0
Oklahoma	31	90	189	22	2
Oregon	25	217	471	15	0
Pennsylvania	67	132	243	28	6
Puerto Rico	4	6	27	1	0
Rhode Island	6	5	14	2	0
South Carolina	13	23	63	8	0
South Dakota	17	54	126	9	5
Tennessee	34	49	91	23	5
Texas	140	551	1142	97	3
Utah	30	421	1006	11	1
Vermont	8	7	14	5	4
Virginia	34	65	126	19	0
Washington	35	194	281	21	3
West Virginia	11	20	36	6	2
Wisconsin	31	37	64	16	0
Wyoming	10	103	251	5	0
National Totals	1,745	8,542	16,725	1,074	154

lives (saves). The number of finds continued to increase, up from 103 in 1971 to 1,075 in 1983. This dramatic increase again this year was, in part, due to non-distress emergency locator transmitter missions, because the accidental activation of an emergency locator transmitted must be treated as an actual emergency. CAP continued to fly 75 percent of search hours on missions coordinated by the AFRCC. See Table 1 for a summary of CAP search and rescue participation during 1983.<sup>2</sup>

## DISASTER RELIEF

Civil Air Patrol continued to provide disaster relief support to civil authorities at local, state and national levels. Under DOD Directive 3025.1, military resources were authorized to supplement assistance to state and local governments to alleviate the suffering and damage that resulted from peacetime civil emergencies. As the civilian auxiliary of the Air Force under Public Law 557, CAP was available upon request to perform Air Force noncombatant missions which included assistance to civil authorities during peacetime disasters. Each CAP wing negotiated a memorandum of understanding with its individual state Emergency Management Agency to assist local and state authorities in emergencies that are not of sufficient magnitude to warrant military assistance. During 1983, CAP participated in six natural disaster missions in five states, supported by light aircraft, emergency vehicles and radio networks. Three saves were credited.<sup>3</sup>

## US CONTINENTAL AIR RECONNAISSANCE FOR DAMAGE ASSESSMENT (CARDA) PLAN

HQ CAP-USAF successfully coordinated an increased role for CAP in the new CARDA plan. In Exercise "First Time," CAP also played an active CARDA role by relaying damage assessment messages to SAC aircraft supporting SAC Exercise "Global Shield." As national command authorities recognized the importance of CARDA to any national reconstitution effort, the responsibilities of CARDA shifted from an Air Force mission to a mission with joint agency responsibilities. US Readiness Command was named as a possible new executive agent for CARDA. CAP maintained close coordination with the US Readiness Command to ensure that CAP's capabilities to support a reconnaissance role are recognized in the CARDA arena.<sup>4</sup>

## STATE AND REGIONAL DEFENSE AIRLIFT (SARDA) PLAN

CAP continued assisting the Federal Aviation Administration and Federal Emergency Management Agency to revitalize state

**Project Lifeguard.** CAP National Medical Officer Philip C. Breen, left, presents CAP National Commander Howard L. Brookfield with a CAP Organ Donor Card during CAP's National Board meeting. Patricia Allen of the National Kidney Foundation was an interested onlooker. The Organ Procurement phase of CAP's Project Lifeguard was announced at the board meeting in Las Vegas in August. Phase I of the program involves CAP aircraft and pilots transporting donated human organs when no commercial transportation is available. The Phase II, Organ Procurement, part of the program involves distributing Organ Donor Cards throughout all wings of Civil Air Patrol and providing publicity outside of Civil Air Patrol. People willing to donate lifegiving organs carry the donor card in their wallet.



**Check Flight.** Herb Goldstein (left), check pilot with New York's Niagara Frontier Senior Squadron, congratulates Philip Jones on a successful check flight. In 1979, Goldstein was named check pilot of the year for the New York Wing and his emphasis on safety has contributed to the accident free flight safety record of his Niagara Frontier unit. (Photo by Layman Jones)

SARDA plans for the effective use of the nation's 209,000 non-air carrier aircraft and 603,000 private and commercial pilots to support both civil and military requests. CAP Exercise "First Time" conducted in CAP's Southwest Region enabled these wings to coordinate with state emergency operations offices and conduct reporting and communications procedures on a regional scale as might be required in a major disaster. The planning involved with Exercise "First Time" was expanded to encompass a national CAP exercise scheduled for the spring of 1984.<sup>5</sup>

### SEARCH AND RESCUE SATELLITE-AIDED TRACKING (SARSAT) PROJECT

CAP provided the manpower for a large measure of the Air Force-directed field testing of the SARSAT System. At various locations throughout the United States, CAP activated units to field test a new emergency locator transmitter (ELT) design. The signals thus generated provided the means to measure the capability of the SARSAT satellite and ground support equipment to detect and accurately pinpoint an ELT signal. With the two Russian and one United States satellites in operation, the Air Force Rescue and Coordination Center averaged 100 separate SARSAT generated incidents, beyond test requirements, per day with over 99 percent of those being false alarms and not actual distress situations. CAP played the major role in tracking down false alarms; flying 3,326 hours on 1,208 missions to locate 917 of the ELTs.<sup>6</sup>

### ORGAN/TISSUE TRANSPORT PROGRAM

The organ/tissue/blood transport program continued to provide rapid movement of life sustaining tissue when other means of transport were not available or could not provide timely delivery. CAP worked with both local hospitals and the American National Red Cross delivering organs and blood for specific patients in critical need of these items. Seventy missions and 199 flying hours were completed in support of this program resulting in credit for 64 lives saved. The program which had been pioneered in the CAP Pennsylvania Wing by Dr. Philip Breen, CAP National Medical Officer, was officially endorsed by the CAP National Executive Committee at its 9-10 December 1983 meeting as the CAP National Organ and Tissue Transport Program.<sup>7</sup>

### CURRENT OPERATIONS

The CAP-USAF Current Operations Division continued to request and monitor military air travel in support of CAP-USAF and CAP activities. The Military Airlift Command (MAC) centrally controlled and scheduled Air Force Continental United States military aircraft. The Current Operations Division

requested 494 team travel airlift missions during 1983. MAC supported 15, the Air Force Reserve supported 43, the Air National Guard supported 63, and the Navy supported 12 for a total of 133 missions and 5,978 passengers in support of CAP-USAF and CAP activities. Airlift provided for major CAP functions included: International Air Cadet Exchange--four missions carrying 448 passengers; CAP National Board and National Convention--26 missions carrying 1,145 passengers; National Congress on Aerospace Education--32 missions carrying 1,399 passengers; and National Cadet Competition--7 missions carrying 300 passengers. HQ CAP-USAF also requested and coordinated T-39 travel for the CAP-USAF Commander and headquarters personnel visiting CAP and CAP-USAF units throughout the United States. MAC provided airlift for 74, or 46 percent, of the T-39 missions requested.<sup>8</sup>

### CIVILIAN AIRCRAFT RENTAL PROGRAM

The Air Force continued to authorize civilian rental aircraft for USAF personnel at national, region and wing levels of the Air Force liaison structure to provide training and currency in the same light aircraft environment as experienced by Civil Air Patrol members. The mobility provided by the aircraft was also vital to the successful performance of the liaison mission. The CAP-USAF Current Operations Division supervised and managed the rental aircraft budget. The Fiscal Year 83 budget of \$444,400 was distributed to 114 aircraft vendors on contracts awarded by the Maxwell AFB Procurement Office. Current Operations flight evaluators visited three USAF-CAP liaison regions and performed in-flight evaluations of region commanders and directors of operations and reviewed documentation and procedures concerning the rental aircraft program.<sup>9</sup>

### CAP FLIGHT CLINICS

Civil Air Patrol continued to promote flight safety by providing financial aid to pilots attending flight clinics sponsored by Civil Air Patrol, the Federal Aviation Administration, the Aircraft Owners and Pilots Association and other flying organizations. Clinics were required to include ground instruction in several essential subjects such as flying safety, Federal Aviation Administration regulations, emergency procedures, flight planning and aviation weather. Participants were also required to demonstrate safe aircraft operation to a Federal Aviation Administration certified flight instructor or a qualified CAP check pilot. Civil Air Patrol spent \$35,000 to reimburse 2,030 CAP pilots who participated in 129 flight clinics.<sup>10</sup>

## MILITARY TRAINING ROUTE SURVEYS

Civil Air Patrol continued to assist in assuring the safety of Air Force aircrew members participating in practice low-level missions by helping survey military low-level training routes for hazards and environmental factors. The Federal Aviation Administration approved routes were established to provide the most realistic yet safest training missions with the least possible environmental impact. To maintain continued safety of the routes, the Federal Aviation Administration requires semi-annual aerial visual surveys of all routes for obstructions or other hazards. Strategic Air Command and Tactical Air Command had in the past used more expensive commercial light aircraft and pilots or performed the survey with Air Force user aircraft usually fighter type. Since 1977, where possible, Strategic Air Command and Tactical Air Command units have turned to CAP to fly the routes with light aircraft designed and outfitted especially for low altitude search and rescue. The aircraft were flown by seasoned CAP pilots with a US Air Force pilot on board to accomplish the survey. CAP assisted with the survey of 35 routes during 1983.<sup>11</sup>

## COMMUNICATIONS

Civil Air Patrol, with its nationwide communications network, provided outstanding support to various DOD and federal agencies. The North American Air Defense Command suggested that an HF voice interface be established with CAP radio stations in nine eastern and southern coastal states. The net was to be used to assist in redeployment of aircraft after a natural or nuclear disaster and as an administrative net when normal North American Air Defense Command nets were inoperable. The 23rd Air Division at Tyndall AFB, Florida, conducted a successful test of the net on 21 April 1983 with CAP radio stations in Florida, Georgia, Virginia and Mississippi participating. On 3 June 1983, the CAP communications net was used in CAP Exercise "First Time" to provide timely damage assessment reports to Air Force Emergency Operations Center, the National Emergency Airborne Command Post, The Strategic Air Command and the North American Air Defense Command.<sup>12</sup>

Civil Air Patrol continued to provide outstanding communications support in search and rescue and natural disasters. CAP networks were activated daily to insure positive coverage to the lowest echelon with initiation of the National Command Net between National Headquarters and the eight CAP regions. Regions activated nets to their respective wings, wings to groups and squadrons, and finally a VHF-FM broadcast to assure information was available to the most remote locations. The total number of Federal Communications Commission licensed CAP radio stations as of 31 December 1983 was as shown in Table 2.<sup>13</sup>



Table 2, CAP FCC Licensed Radio Stations, 31 Dec 83

Fixed Land . . . . .	4,027
Ground Mobile. . . . .	17,010
Air Mobile . . . . .	4,455
Search and Rescue. . . . .	670
Corporate Aeronautical . . . . .	565
Repeater Stations. . . . .	255
Emergency Locator. . . . .	<u>149</u>
Total Stations . . . . .	27,131



CAP Senior member Amanda Erdman and Lt Col Richard Runyan maintain radio contact with teams participating in field training exercises at the Hawk Mountain, Pennsylvania, Ground Search and Rescue School. The mobile communications station was on a 24-hour operating schedule. (Photo by Rand McNatt)

1st Lt Carter Jones of the Georgia ground rescue team calls for assistance for a simulated victim during the annual Southeast Region Search and Rescue Competition conducted at Knoxville, Tennessee, during May. The competition serves to test and upgrade skills in the various aspects of the CAP search and rescue mission. The Georgia and Tennessee wings tied for first place in the exercise. (Photo by Rand McNatt)





## CHAPTER V

### USAF-CAP FIELD LIAISON ACTIVITIES

The Secretary of the Air Force was authorized under Public Law 557 to establish, maintain and supply Air Force liaison offices at national, state and at not more than eight regional headquarters of the Civil Air Patrol. An Air Force colonel commanded a small staff in the region office and an officer and noncommissioned officer in each of the USAF-CAP wing liaison offices under his jurisdiction in each of the eight USAF-CAP liaison regions, which corresponded to the eight CAP regions that geographically divided the 50 states, Puerto Rico and the District of Columbia. Liaison personnel served as implementing agents for policies established by the CAP-USAF Commander; as field advisors to advise and assist CAP commanders in training and mission performance; and as liaison control between CAP and federal government resources where funds, facilities, equipment or services were involved.<sup>1</sup>

#### USAF-CAP NORTH CENTRAL LIAISON REGION

The USAF-CAP North Central Liaison Region continued to operate from the Minneapolis-St. Paul International Airport in Minneapolis, Minnesota. Colonel Val W. Taylor, USAF, continued to command the seven state liaison region, while CAP Colonel Donald A. Sumner headed the CAP North Central Region. Colonel Phyllis A. Dolin served as Chief of the Reserve Assistance Program for the region.

The Air Force liaison staff continued to support Civil Air Patrol in all mission-related activities. Type A cadet encampments were conducted at Grand Forks AFB, North Dakota, and Whiteman AFB, Missouri, with attendees from several adjoining states. Type B encampments were held at Richards-Gebaur AFB, Missouri, and Miller, South Dakota. The annual Blue Beret Encampment at Fort McCoy, Wisconsin, conducted 26 July through 6 August was attended by over 100 cadets. The group continued on to Oshkosh, Wisconsin, where they assisted in parking aircraft and other duties in support of the Experimental Aircraft Association airshow. A successful glider encampment was held at Ames, Iowa, and 16 cadets completed the solo flight encampment at Waseca, Minnesota.<sup>2</sup>

Continued success in the Aerospace Education mission was achieved with 21 college accredited aerospace education workshops for teachers conducted in 1983 and five new workshops

scheduled for 1984. Mr. Melvin A. Ziehl, USAF-CAP Region Director of Aerospace Education provided guidance and assistance to all CAP wing directors of aerospace education to encourage increased activity in the Senior Member Aerospace Education Program. He also completed plans for the nation's first aerospace education computer aided instructor workshop. The North Central Region Aerospace Education Association established a video tape library of aerospace education films for use by teachers. The Association also published 40 select aerospace education teaching units developed by 1983 workshop students.<sup>3</sup>

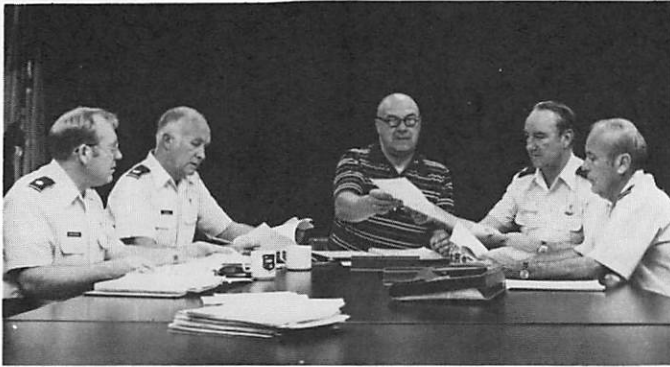
The USAF-CAP liaison staff conducted graded search and rescue and disaster relief evaluations for each CAP wing in the region. The evaluations, together with practice exercises, actual missions and overall emergency services capabilities, were used to select the top wing for the year. Nebraska was selected for the award of "Best Sustained Effort in Search and Rescue" and Kansas won a similar award for disaster relief. CAP flight clinics were conducted at 16 locations in the region with 202 pilots attending.<sup>4</sup>

### USAF-CAP SOUTHWEST LIAISON REGION

The USAF-CAP Southwest Liaison Region continued to operate from the US Naval Air Station, Dallas, Texas. The region commander, Colonel Herbert L. Neathery, retired on 1 August and was replaced by Colonel John B. France. Colonel George R. Way assumed command of the CAP Southwest Region from Colonel Sammie V. Pierce on 8 January and served throughout the remainder of the year.

The appointment of Colonel Way as the CAP Southwest Region Commander triggered the move of the CAP Southwest Region Headquarters to the Naval Air Station at Dallas and the formation of a new CAP region staff. In addition to the CAP Region Headquarters and the USAF-CAP Liaison Region Office, the CAP Texas Wing Headquarters, USAF-CAP Texas Wing Liaison Office and the CAP Crusader Squadron were also located at the naval facility. The highlight of search and rescue activity was the Region SAR Competition held at Pinal Airport near Tuscon, Arizona. The Texas Wing won the overall competition, while Louisiana chose not to participate. The USAF-CAP liaison staff conducted evaluation which proved the proficiency of all six CAP wings in the search and rescue and five wings in civil defense. The Texas, Oklahoma, Arizona and New Mexico wings participated in the successful testing of the ELT locator satellite system (SARSAT). Southwest Region CAP wings participated in Exercise "First Time" on 3 June. CAP's communications capability was put to the test and proved highly successful in most cases.<sup>5</sup>

A Region Staff College was conducted at Sheppard AFB, Texas on 11-17 July with 50 CAP senior members attending. The 1982



**Moral Leadership.** CAP Chief of Chaplains Frank Ebner, center, and left to right, Air Force Reserve Chaplains Marvin Sackchewsky, Roch Coogan, Walter Strobel and Donald Wisse spent two weeks at CAP National Headquarters developing new materials for CAP's Moral Leadership Program. They wrote a new volume in the "Values of Living" series of publications used in the CAP Cadet Moral Leadership Program and a chaplains training program publication titled "Chaplains Helping Chaplains" which will be offered through the Air Force's Extension Course Institute. (Photo by Rand McNatt)

**Brim Frost.** An Alaska CAP aircrew prepares a Beaver aircraft for a mission during exercise "Brim Frost". Every two years, a military exercise is conducted in the Arctic to test men and material in the subfreezing temperatures. The 1983 exercise was held in the vicinity of Eilson Air Force Base and Fort Greely. At the request of the Alaskan Air Command, Alaska CAP used two Beaver and one Bird Dog aircraft to fly Special Operations Teams into an area 30 miles behind "enemy lines". The teams made up of members of the Security Police from Elmendorf AFB, functioned as "insurgency teams" to disrupt the "enemy" and cause havoc behind the lines. CAP's involvement was highly successful and the military is taking a second look at CAP as an untapped resource which has long been available but little used.



**Outstanding NCO's.** Sgt William A. Dolan (left) and MSgt Wilburn H. Long were recognized as the Outstanding NCO and Senior NCO for 1983 and presented appropriate awards by Air Force Brigadier General David L. Patton, Commander HQ CAP-USAF and CAP Executive Director. Both Dolan and Long are assigned to HQ CAP-USAF at Maxwell AFB, Alabama which also functions as the National Headquarters of Civil Air Patrol. (Photo by Rand McNatt)



**Blue Berets.** CAP National Vice Commander William B. Cass, left, and CAP Executive Director and CAP-USAF Commander David L. Patton, USAF, inspect cadets attending the North Central Region Special Service Corps Encampment. The activity, also known as "The Blue Berets," was attended by 120 cadets from 20 CAP wings and consisted of one week of training at Fort McCoy, Wisconsin followed by a week at the Experimental Aircraft Association airshow at Oshkosh, Wisconsin. Cadets assisted with the control and parking of aircraft and performed other support duties during the airshow. (Photo by Rand McNatt)

staff college scheduled for Barksdale AFB, Louisiana, had been canceled because of lack of participation. The decision to use Sheppard in 1983 proved to be correct. A region-wide Type A cadet encampment was conducted at Lackland AFB, Texas, during July with over 100 cadets attending. An increased emphasis on internal aerospace education was evident in the Southwest Region following implementation of the new Aerospace Education Program for Senior Members. The added emphasis of the CAP-MAP management program and USAF-CAP liaison staff assistance also contributed to the success of the program.<sup>6</sup>

## USAF-CAP PACIFIC LIAISON REGION

The USAF-CAP Pacific Liaison Region continued to operate from Mather AFB, California, under the command of Colonel John C. Cody. Colonel Warren J. Barry assumed command of the CAP Pacific Region from Colonel Bobbie Girard on 19 November 1983.

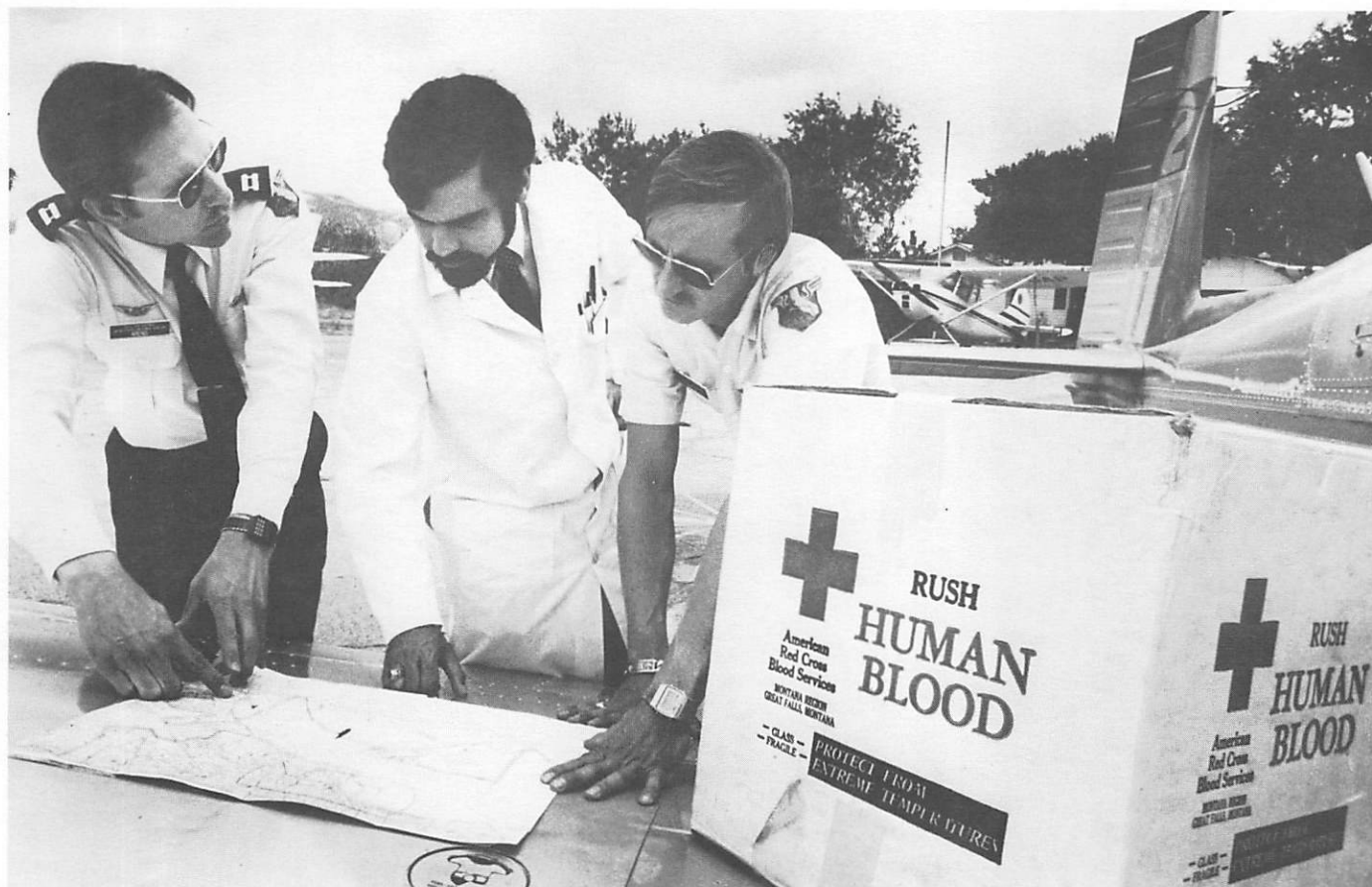
The annual Pacific Region search and rescue competition "Cascade Hawk 83" was held in Wenatchee, Washington, over the Labor Day weekend (3-5 September). The CAP Nevada Wing, under the leadership of Colonel Bradford Sharp placed first in air search. The Oregon Wing, commanded by Colonel Albert Laurie, won first place in ground search. The USAF-CAP liaison staff conducted graded evaluation of search and rescue and disaster relief exercises for each wing in the region. The CAP Alaska Wing successfully participated in the Alaskan Air Command Exercise "Brim Frost 83" conducted at Eilson AFB in late January. The objective of the exercise was to test defense capabilities with in-house resources and personnel and limited training funds. Alaska CAP light aircraft and aircrews were used on missions for insertion and extraction of personnel, aerial reconnaissance, and radio jamming. CAP's success served to establish closer relationships for future involvement of CAP with other military units.<sup>7</sup>

The USAF-CAP Region Director of Aerospace Education, Jule Zumwalt, coordinated the sixteenth annual Pacific Region Aerospace Education Conference which was held 13-16 October on board the Queen Mary at Long Beach, California. In addition to the aerospace education knowledge gained from speakers and seminars, there was also a private tour of the HK-1 Hercules Flying Boat also known as the "Spruce Goose." A total of 67 CAP-sponsored aerospace education workshops were conducted at colleges and universities in the Pacific Region with most of them scheduled during the summer months. Ms. Zumwalt and a group of Oregon educators met with Oregon Governor Victor Atiyeh who issued a proclamation establishing 31 October to 5 November 1983 as Aerospace Education Week in Oregon.<sup>8</sup>

The USAF-CAP liaison staff coordinated and arranged for a Pacific Region Staff College that was held at March AFB,



**Emergency Airlift.** A woman with a rare blood type had donated blood to the Northridge Hospital Medical Center Blood bank in San Fernando, California in the event she would ever require serious surgery. The patient was in San Diego when the decision was made that immediate surgery was required, but could not be performed until the blood was transferred from San Fernando to the San Diego Blood Bank. Ground transportation could not be used owing to the need to transport the blood in less than two hours because of the critical requirement of maintaining packed dry ice temperature of 320 degrees below zero. Because the emergency occurred during a three-day holiday weekend, commercial air transport was not available. The San Fernando Blood Bank called on the California CAP for assistance. The American Red Cross Blood Service packaged and Capt Ron Butts consulted with Dr. Martin Furmanski of the Northridge Hospital Medical Center Blood Bank prior to the 40 minute flight from San Fernando to San Diego. (Photo by Ross Standell)



**Airlift Support.** At the request of the Air Force North American Aerospace Defense Command's 20th Air Division, the CAP Virginia Wing provided airlift for active military personnel from Richmond, Virginia to Wilmington, North Carolina for participation in the Air Force "Proud Saber 82" exercise. Navy Lt (j.g.) Joel H. Simmons Jr., left, and Air Force Lt Col James Magee, right, talk with CAP pilot Lt Col Moorhead Foard prior to the flight.

California, from 19 through 24 June. The college credit curriculum was divided into the areas of communications, management and leadership skills. The activity was attended by 35 senior members from the Pacific Region and two from the Rocky Mountain Region. Mather AFB, California, again hosted an ATC Cadet Familiarization Course during July. This special activity provided cadets the opportunity to observe the day-to-day workings of flight training, flight operations and maintenance functions. They received instructions in the T-45 simulator and were given orientation flights in various types of aircraft.<sup>9</sup>

### USAF-CAP GREAT LAKES LIAISON REGION

The USAF-CAP Great Lakes Liaison Region continued to operate from Wright-Patterson AFB, Ohio, and was commanded by Colonel Robert E. Nugent until his retirement from the Air Force on 31 October 1983, at which time Colonel Bruce K. Ware assumed command. The CAP Great Lakes Region was commanded by Colonel Russell A. Sheibels throughout the year.

The USAF-CAP liaison staff assisted the CAP Great Lakes Region in planning and conducting its first region SAR competition. The event, held at Chanute AFB, Illinois, on 8-10 July was highly successful and was the first such competition in which all wings in a region participated during its first year. The liaison staff graded evaluations of both search and rescue and disaster relief effectiveness tests for each wing in the region. Colonel Nugent noted measurable improvement in emergency services mission performance through increased coordination with local and state level emergency services organizations and personnel. He also felt that safety awareness was high due to emphasis from the CAP region commander down through CAP wing level.<sup>10</sup>

The Great Lakes Region team at the National Cadet Competition at Maxwell AFB, Alabama, won the Air Force Chief of Staff Sweepstakes Trophy. The team, made up primarily of cadets from Illinois, was scheduled to travel to Washington DC during March 1984 and assist in delivering a copy of the CAP Annual Report to Congress to each member of Congress. Four of the six wings in the Great Lakes Region exceeded cadet encampment attendance goals and all six wings exceeded Mitchell Award goals. Great Lakes was the only region that experienced an increase in both cadet and senior members in each of its assigned wings during 1983.<sup>11</sup>

The Great Lakes Region Chaplains Staff College was conducted at Wright-Patterson AFB, Ohio, on 2-4 May and was attended by 50 chaplains. The Great Lakes Communications School, one of only two such activities conducted by Civil Air Patrol, was held at Rickenbacker AFB, Ohio on 9-17 July. Mr. Phillip Woodruff



**Drill Training.** CAP Cadet John MacTavish demonstrates drill maneuver as Marine Corps Gunnery Sergeant G. N. Copeland explains drill techniques during the Cadet Drill Instructors School in San Diego. California's Salesian Composite Squadron sponsored the school which was conducted at the U.S. Marine Corps Recruit Depot and taught by Marine Corps drill instructors assigned to the depot. In addition to CAP cadets, the 80 students attending included Air Force, Army and Navy ROTC cadets. (Photo by Nancy Brady)

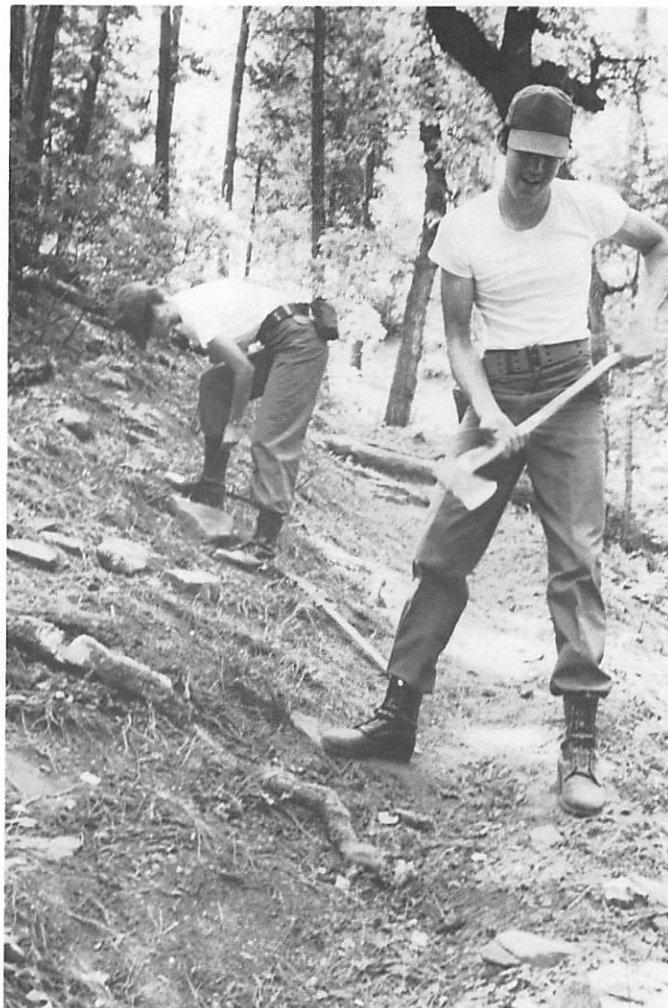


**Academy Appointment.** Kimberlei Anne Northrop received a special presentation from Nevada Wing Chief of Staff Don Schwarz during ceremonies in Sparks, Nevada. The seventeen-year-old Cadet Commander of the Tahoe-Truckee Composite Squadron earned the General Carl A. Spaatz Award signifying the highest achievement in the CAP Cadet Program. In addition, she was selected for appointment to the U.S. Air Force Academy for the class entering in July 1983. Kimberlei is a licensed pilot with over 90 hours flying time and is working to check out in a Cessna 182.

**Weather Data.** Pease AFB, New Hampshire hosted an encampment for 100 New Hampshire cadets on that Strategic Air Command installation. AFROTC Cadet Deborah Mitchell explains incoming information on weather fronts approaching the base to CAP cadets, left to right, Steve Haines, Dean Bussier, Nina Woodward and Robert Roy. (Photo by Noel E. Tomas)



**Trail Blazing.** Arizona cadets Linda Klossner and Mike Przbylski clean debris from a hiking trail that winds along the Mogollon Rim in the Tonto National Forest. The Glendale Composite Squadron and the Sky Harbor International Squadron together have taken responsibility for a portion of the 51 mile trail under the U.S. Forest Service "Adopt-A-Trail" Program in northern Arizona. Unit members initially worked to clear the trail but their continuing responsibility will be to maintain and improve it. (Photo by Pat Elwood)



became the new CAP-USAF Region Director of Aerospace Education on 1 June as replacement to Mr. Wes Kimball. In addition to personally conducting several in-service aerospace education workshops, Mr. Woodruff organized and conducted an Aerospace Education Leadership Conference at Purdue University that was well attended by leading educators from the entire Great Lakes Region. Due in large part to those efforts, he was invited to participate in the National Forum on Excellence in Education hosted by the US Secretary of Education.<sup>12</sup>

## USAF-CAP MIDDLE EAST LIAISON REGION

The USAF-CAP Middle East Liaison Region commanded by Colonel David D. Brandt, Jr., continued to operate from Andrews AFB, Maryland. Colonel Eugene E. Harwell continued to serve as the CAP Middle East Region Commander.

The USAF-CAP liaison staff conducted the required annual search and rescue and disaster relief evaluations of the seven wings of the Middle East Region and all were rated satisfactory or higher. A four-region SAR competition was held at Fort Pickett, Virginia, on 10 and 11 September with the Middle East, Great Lakes, Southeast and Northeast Regions competing. The Middle East Region, represented by an aircrew from North Carolina and a ground team from the National Capital Wing, narrowly edged the Great Lakes Region to finish in first place. The activity was supported by 17 Middle East Region Reservists plus several from other regions who served as evaluators.<sup>13</sup>

The USAF-CAP liaison staff supported cadet encampments for all Middle East CAP wings. Youngstown Air Force Reserve Base, Ohio, supported encampments for the National Capital Wing on 18-26 June; Maryland Wing on 10-17 July; West Virginia Wing on 23-30 July; and Delaware Wing on 15-22 August. The Virginia encampment was at Fort Belvoir, Virginia, on 16-23 July; North Carolina went to Pope AFB, South Carolina, on 30 July through 6 August; and the South Carolina Wing encampment was at Myrtle Beach, South Carolina, on 7-13 August. Civil Air Patrol and Air Force liaison personnel worked together to support the Washington DC phase of the International Air Cadet Exchange during July and August. The Air Force liaison staff coordinated the third annual Pararescue Orientation Course conducted in the George Washington National Forest, Virginia, and attended by 41 CAP cadets.<sup>14</sup>

Liaison staff and Reserve Assistance personnel taped portions of aerospace education workshops and the National Congress on Aerospace Education which included interviews with aerospace personalities. The tapes were reproduced on one-half inch Beta video cassettes and distributed to each USAF-CAP wing liaison officer. The tapes will be used in presentations to educators to highlight the importance of aerospace education

as a catalyst to generate interest in many subject areas rather than aerospace education as a subject in itself.<sup>15</sup>

### USAF-CAP SOUTHEAST LIAISON REGION

The USAF-CAP Southeast Liaison Region continued to maintain its offices at Dobbins AFB, Georgia, and was commanded by Colonel James R. Withers throughout the reporting period. Colonel William C. Tallent served as commander of the CAP Southeast Region.

The Southeast Liaison Region staff conducted the annual region search and rescue competition at Knoxville, Tennessee on 6-8 May. Georgia and Tennessee tied for Best Overall Wing, with Georgia having the best aircrew and aircraft and Tennessee the best ground team. Florida's mission coordinator was rated best. All liaison region staff officers attended the SAR Coordinators Course conducted by Air Force Rescue Coordination Center personnel at MacDill AFB, Florida on 3-6 March. The USAF-CAP liaison staff conducted evaluations which established the proficiency of the six assigned CAP wings in search and rescue and civil defense missions. Colonel Withers and several members of the liaison staff participated in the Military Support of Civil Defense (MSCD) Conference of Regions III and IV of the Federal Emergency Management Agency in Atlanta on 24-26 May to explain the CAP mission and described how CAP could provide assistance to civil authorities under the Wartime MSCD plan.<sup>16</sup>

The USAF-CAP liaison staff coordinated arrangements for highly successful cadet encampments for all six Southeast Region CAP wings. Facilities included: Pope AFB, North Carolina; Columbus AFB, Mississippi; Fort Rucker, Alabama; Hunter AAF, Savannah, Georgia; Roosevelt Roads Naval Air Station, Puerto Rico; and the Naval Training Center at Orlando, Florida. Special emphasis on the CAP Cadet Program continued to bring positive results. Eric A. Boe of the Georgia Wing was selected as Outstanding Cadet of the Year.<sup>17</sup>

The CAP Aerospace Education Program for Senior Members was completed by all members of the USAF-CAP liaison staff, as well as key members of the CAP region and wing staffs. The USAF-CAP Region Director of Aerospace Education, Mr. Kenneth Perkins, continued to aggressively support implementation of the new program throughout the region as well as actively participate in the external aerospace education workshop program.<sup>18</sup>

### USAF-CAP ROCKY MOUNTAIN LIAISON REGION

The USAF-CAP Rocky Mountain Liaison Region continued to operate from Lowry AFB, Colorado, under the command of Colonel E. J. Zulauf. Colonel Larry D. Miller served as Commander of the CAP Rocky Mountain Region throughout 1983.





**Arizona Exercise.** Arizona cadets Virginia Mack, Bill Stoner and Mike Johnson assist mission pilot Brock Taras plan a grid search during a cadet search and rescue exercise at the Phoenix-Litchfield Airport. Cadets were trained in air and ground communications, air operations, pre-flight planning and flightline duties. (Photo by Pat Elwood)



**Disaster Aid.** Hawaii CAP cadets from the Kauai Cadet Squadron work with Salvation Army Lieutenant Jack Allemang in collecting "C" rations. CAP cadets helped with the collection and distribution of food to several thousand people during the Hurricane Iwa disaster.



**Illinois Solo.** Cadet Tom May (left) received last minute instructions from flight instructor Randy Dean prior to his solo flight. Fifty-three cadets earned their solo wings at the annual Illinois Wing Flight Encampment conducted at the Coles County Airport near Mattoon, Illinois during June. The program provided glider instruction for 30 cadets, powered flight training for 20, and five received training in hot air balloons.



**Stratotanker Flight.** Cadet David Massie of the Texas Wing Talon Composite Squadron was provided a close-up view of aircrew procedures during takeoff of an Air Force KC-135 Stratotanker from Carswell AFB, Texas. David and other members of his unit and members of the Cleburn Composite Squadron were given a five-hour orientation flight and witnessed aerial refueling of other Air Force aircraft.



**Highest Achievement.** Cadet Sean Neal of Pennsylvania's Falcon Flyers Composite Squadron accepted the General Carl A. Spaatz Award from Pennsylvania Governor Richard Thornburgh. While working toward earning CAP's highest cadet award, Sean acquired his private pilot license and multi-engine license. He has since become a senior member and now serves as squadron air operations officer.



**Virginia Visit.** The CAP Virginia Wing hosted International Air Cadet Exchange Cadets from Israel during their visit to this country. They met with Virginia Governor Charles Robb and presented him with gifts from their country.



The USAF-CAP liaison staff conducted the seventh annual Aerospace Education Leadership Symposium at the USAF Academy on 21 January 1983. The program, designed for aerospace education workshop directors, was attended by 57 educators from seven states. In addition to that activity, the USAF-CAP Director of Aerospace Education, Mr. Noel Bullock, was also responsible for conducting the ninth Annual High School Aerospace Education Symposium at Lowry AFB, Colorado on 14 January for over 200 CAP and Junior ROTC cadets and other students from high schools in Colorado and Wyoming. The Aerospace Education Program for Senior Members was successfully completed by key USAF-CAP liaison personnel and members of CAP region and wing staffs.<sup>19</sup>

The region SAR competition "Rocky Mountain High" was conducted on 20 August at Missoula, Montana. The event featured eight teams representing Colorado, Montana, Idaho and Utah. The Wyoming wing did not participate. The Idaho wing won the best wing honors in what was considered to be a very successful exercise. The Air Force liaison staff completed search and rescue and disaster relief tests of the five assigned CAP wings with each wing receiving an outstanding rating in each of the tests.<sup>20</sup>

The liaison staff supported three Type A cadet encampments conducted at Lowry AFB, Colorado; Hill AFB, Utah; and Malmstrom AFB, Montana. Cadets attending the encampment at Lowry AFB were provided a tour of the Air Force Academy and the United Airlines Training Center. The liaison staff supported the Region Cadet Competition at Missoula, Montana, which was won by the Utah team.<sup>21</sup>

### USAF-CAP NORTHEAST LIAISON REGION

The USAF-CAP Northeast Liaison Region located at McGuire AFB, New Jersey, was commanded by Colonel Richard J. Harris. Colonel Edgar M. Bailey was the CAP Northeast Region Commander throughout 1983.

The USAF-CAP liaison staff conducted the annual CAP Northeast Region Search and Rescue Competition at Westover AFB, Massachusetts, on 15-17 July. The activity brought together more than 350 CAP participants and Air Force evaluators from the nine CAP wings that comprise the Northeast Region. Each wing was evaluated and scored on aircrew, ground team and mission coordinator performance. New Hampshire won first place, with New York and New Jersey as close runners-up. Liaison personnel also evaluated the performance of each of the nine assigned wings in graded tests to determine search and rescue and disaster relief mission effectiveness. All wings received satisfactory or better ratings, except Massachusetts was graded marginal in disaster relief.<sup>22</sup>

The liaison staff coordinated cadet encampment support facilities for each of the Northeast Region CAP wings. Pease AFB, New Hampshire, was host for Maine, Vermont, Rhode Island, New Hampshire, and Connecticut wings. The Massachusetts wing was hosted by Fort Devens, Massachusetts; New York by Plattsburgh AFB, New York; Pennsylvania by Fort Indiantown Gap, Pennsylvania; and the New Jersey wing held a solo flight encampment at Lakehurst Naval Air Station, New Jersey. An annual Ground Search and Rescue School was conducted at Hawk Mountain, Pennsylvania, on 9-16 July with 139 cadet and senior members attending. The week of living and training in the wilderness included a three-day mountain survival exercise conducted under conditions that would be encountered on actual ground search and rescue missions.<sup>23</sup>

The liaison staff supported the annual Northeast Region Staff College conducted in Worcester, Massachusetts, on 21-27 August for 51 CAP senior members. The school provided training in communicative, management and leadership skills to squadron level commanders and staff officers.<sup>24</sup>

## CHAPTER VI

### RESOURCE MANAGEMENT

#### PERSONNEL

The CAP-USAF manpower force consisting of a mix of Air Force active duty personnel and civilian employees supported by Reserve Assistance Program personnel continued to advise and assist Civil Air Patrol in its mission training and performance at national, regional, state and community levels. The CAP-USAF Directorate of Personnel was comprised of divisions for Military Personnel, Civil Air Patrol Personnel, Reserve Affairs, and Personnel Systems.

#### AIR FORCE PERSONNEL

Total manpower authorization was unchanged as shown in Table 3. The GS-11 Military Personnel Officer position located in the CAP Personnel Division was upgraded to GS-12 on 15 May, and the GS-3 Clerk-Typist position located in the Aerospace Education Curriculum Division was abolished on 30 September. A military major position was authorized in Inspector General on 1 October and a civilian GS-9 position in the Directorate of Training was converted to a military captain position on 1 September.<sup>1</sup>

Table 3, CAP-USAF Manning, 31 December 1983.

	<u>Officer</u>		<u>Enlisted</u>		<u>Civilian</u>		<u>Total</u>	
	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>	<u>Auth</u>	<u>Asgd</u>
Headquarters	23	22	39	39	45	39	107	100
Liaison Regions	24	25	16	16	16	16	56	57
Liaison Wings	52	55	52	51	0	0	104	106
TOTALS	99	102	107	106	61	55	267	263



**Board Speaker.** Senator Jennings Randolph of West Virginia was welcomed as guest speaker at the CAP National Board meeting banquet by master of ceremonies "Skip" Haley. Senator Randolph, a long standing supporter of Civil Air Patrol, was a sponsor of the legislation that chartered CAP as a nonprofit volunteer corporation in 1946 and granted it status as the civilian auxiliary of the Air Force in 1948. (Photo by Rand McNatt)

**Navy Support.** The U.S. Naval Station Roosevelt Roads, Puerto Rico, provided outstanding support for the week-long encampment for cadets of the CAP Puerto Rico Wing. Lt Col Bartolo Ortiz, (right) Puerto Rico Wing Director of the Cadet Program, presented the Station Commander, Captain J. W. Heathly, a plaque to express appreciation for the Navy's hospitality and support. (U.S. Navy photo by J. Holt)



**Memorial Dedication.** A memorial in the form of an O-1 "Bird Dog" aircraft mounted on a pedestal in front of the CAP National Headquarters was dedicated during the December meeting of the CAP National Executive Committee meeting. Brig Gen Howard L. Brookfield assisted by 1st Lt Janet Chokan unveiled the memorial plaque honoring CAP members who gave their lives during the performance of missions in the interest of their country and their fellow Americans. Lt Chokan is the widow of the late Maj Gregory Chokan of the Ohio Wing. (Photo by Rand McNatt)



**Scorekeepers.** California USAF-CAP Wing Liaison Officer Lt Col Larry Pring and CAP Lt Col Delight Miller compute scores on the various specialty teams participating in the second annual Pacific Region Search and Rescue Competition in Wenatchee, Washington. Although Alaska, California, Oregon and Washington placed first in some phases of the test, the Nevada Wing was judged "Best Overall Wing" in the competition.

## CAP PERSONNEL

Civil Air Patrol achieved its 1983 membership goal with an overall growth rate of five percent. Senior members increased four percent from 40,024 to 41,669 and cadet membership grew six percent from 24,645 to 26,104. This was the third consecutive annual increase and was especially significant because of serious declines in recent years. The year-end senior membership total was the highest recorded since December 1950. Several factors contributed to the positive trend. In 1982, the United States Congress amended Public Law 557 to permit Air Force funding of CAP search and rescue training missions and limited maintenance of aircraft used in such training which attracted more general aviation pilots. Reduced air fares under an agreement with Republic Airlines also proved to be an attractive membership incentive. Increased command emphasis, national publicity and unit recruiting efforts were other contributing factors.<sup>2</sup>

The new CAP/AOPA Affiliate Membership Program initiated by Civil Air Patrol and the Aircraft Owners and Pilots Association in October 1982 was fully operational and AOPA reported 2,068 new memberships during 1983. CAP gained \$25,800 in income from AOPA Affiliate Member dues during the first full year of operation. CAP revised its Constitution and Bylaws to streamline its membership categories and required payment of dues by certain categories for the first time. The change eliminated the Associate Membership Category originally established for the wives, husbands or children of CAP senior members who were ineligible for cadet or senior membership for reasons of age or citizenship. Associate members did not pay dues. The change added Junior Membership and Affiliate Membership and required payment of annual dues.<sup>3</sup>

Congressman Nick J. Rahall II, Commander of CAP's Congressional Squadron, initiated a special Business Membership campaign in November. The campaign objective was to contact major aerospace corporations requesting minimum contributions of \$25,000. The CAP Personnel Division performed the administrative tasks in support of the project. The CAP National Executive Committee approved a change in policy for accepting late membership renewals during its meeting in April. The new policy allowed former senior members who wished to rejoin CAP within two years of their membership expiration date to renew their membership and pay retroactive dues rather than reapply for membership after a 90-day break in service. That allowed members to retain their CAP grades and have their records reflect continuous membership without a break in service. The policy applied to senior members only since the structured cadet program did not lend itself to the practice.

HQ USAF/MPU approved CAP's recommendation to phase out warrant officer grades and establish a grade structure and grade insignia unique to CAP for senior members under age 21. The new three-grade structure consisted of flight officer, technical





Air Force Academy Cadet Andrew E. Sizemore places his name on the Civil Air Patrol Twenty-five Year Honor Roll Scroll at the Academy in recognition of his achievement as the former Civil Air Patrol cadet to graduate highest in order of merit in the Class of 1983. Brig Gen Anthony J. Brushnick (left), Academy Commandant of Cadets and Col E. J. Zulauf, Rocky Mountain

Liaison Region Commander participated in the ceremony. Upon graduation Sizemore reported to Reese AFB, Texas as a second lieutenant to begin a year of jet pilot training. Andrew is a former member of the CAP North Carolina Raleigh-Wake Composite Squadron. (Photo by Bill Madsen)

The Civil Air Patrol Cadet Officers' School was again conducted at Gunter AFS, Alabama for 106 Mitchell Award cadets from 29 CAP wings. The challenging 10-day program consisted of a full schedule of seminars, lectures and athletic activities. The cadets were divided into 10 seminar groups with an Air Force

Reserve officer in charge of each group. The students discussed lecture topics and sharpened their communication skills by presenting three speeches before their classmates. (Photo by Rand McNatt)



flight officer and senior flight officer tied to specific levels of training. Warrant officer grades were scheduled to be phased out by 1 July 1984. At its December 1983 meeting, the CAP National Executive Committee reinstated senior member NCO grades which had been eliminated in 1972. CAP NCO grades were limited to military or ex-military NCOs who may not wish to be considered for CAP officer grade. In such cases, the grade granted would be equivalent to the active duty, Reserve or National Guard grade held.<sup>5</sup>

## RESERVE PERSONNEL

The CAP-USAF Reserve Affairs Division continued to administer the Civil Air Patrol-Reserve Assistance Program (CAP-RAP) for military reservists who supported active duty Air Force personnel in the performance of the CAP-USAF liaison mission. The CAP-RAP structure paralleled the active duty USAF-CAP liaison organization within the 52 CAP wings and eight CAP regions. Reservists provided advice and assistance to Civil Air Patrol during inactive duty training and temporary active duty tours. The 432 (370 officers/62 enlisted) Reservists in the CAP-RAP program on 31 December were assigned to CAP regions as shown in table 4.<sup>6</sup>

*Table 4, Reservists Assigned by CAP Region  
31 December 1983*

Northeast Region . . . . .	61
Middle East Region . . . . .	57
Great Lakes Region . . . . .	34
Southeast Region . . . . .	57
North Central Region . . . . .	51
Southwest Region . . . . .	61
Rocky Mountain Region . . . . .	26
Pacific Region . . . . .	<u>85</u>
<b>TOTAL</b>	<b>432</b>

Reservists performed such duties as liaison advisors; region and wing staff assistance team members; lecturers and briefers; seminar leaders, course teachers, panel members and curriculum planners for leadership, technical courses, flight clinics and workshops; community relations and public affairs speakers; assistants and faculty members for staff colleges; evaluation team members on emergency services exercises; and instructors at CAP unit meetings. During the fiscal year ending on 31 September 1983, a total of 5,585 officer and 1,213 enlisted active duty mandays were used in support of Civil Air



Patrol. In addition, 20,298 points amounting to 81,192 hours of nonpaid advice and assistance were provided. Each point represented four hours service. A Reserve officer Individual Mobilization Augmentee was authorized at each of the eight USAF-CAP liaison regions to supervise the CAP-RAP program. HQ USAF/MPM directed that one of those positions be identified for deletion and the position at the Rocky Mountain Liaison Region was deleted in May. In September, HQ CAP-USAF requested 58 additional Individual Mobilization Augmentees to support the CAP-USAF national emergency system.<sup>7</sup>

## ADMINISTRATION

The Directorate of Administration provided administrative support to both HQ CAP-USAF and Civil Air Patrol and the Director of Administration also served as Headquarters Squadron Section Commander and Executive Officer to the HQ CAP-USAF Commander.<sup>8</sup>

## PUBLISHING

The Publishing Division set 1,239 pages of type in final copy for printing. The Division revised 35 CAP-USAF and CAP publications, 16 forms and prepared 17 changes to existing publications. The printing plant completed printing the CAP Annual Report to Congress in February 1983. The report included eight full pages of process color and 32 additional pages with 76 half-tones. Other color printing included a CAP Ribbon Chart; a 32 page Bookstore Catalog; a lithograph of a CAP aircraft attacking a German U-Boat during World War II; the program for the National Congress on Aerospace Education in Las Vegas; and the Civil Air Patrol Calendar. Plant production reached an all-time high of 32 million pages. The printing plant acquired a 12-year old Miehle Favorite steam fed press with speed capacity of 10,000 sheets per hour to replace a 17-year old Heidelberg sheet fed press. The older press was obsolete due to its size and slow operating speed. The newer press temporarily solved some problems with production, backlog and quality in printing.<sup>9</sup>

## MORALE AND DISCIPLINE

Morale and dedication ran high as the military and civilian force continued to provide excellent support to HQ CAP-USAF and CAP. However, there were two Articles 15 and five Letters of Reprimand administered during 1983. There was one deferment of promotion and a discharge package was prepared, coordinated and forwarded to Air Force Military Personnel Center for final determination on an individual charged with AWOL. While the number of

disciplinary problems seemed high, all of the actions were administered to only four individuals. At the end of the year, two individuals were in the Weight Management Program; one was in the follow-on phase of the program and one was making satisfactory progress.<sup>10</sup>

## FINANCIAL MANAGEMENT

The CAP-USAF Comptroller advised the CAP-USAF Commander on financial matters and developed the Air Force appropriated fund budget and distributed funds to the headquarters staff and field liaison offices. The Comptroller also provided financial advice to the Civil Air Patrol governing bodies and prepared the CAP corporate budget.

### CAP-USAF FUNDS

The CAP-USAF Comptroller submitted the CAP-USAF Fiscal Year (FY) 1984 operating budget to Air University on 28 January 1983. The FY 1983 nonpersonnel O&M funded program totaled \$1,898,000, which was 16.5 percent more than the initial FY 1983 approved budget. The CAP-USAF FY 1983 Operating Budget was closed out on 30 September 1983 with nonpersonnel expenditures totaling \$1,715,000. CAP-USAF returned \$81,900 during the final quarter of FY 1983 that was excess to the requirements. The return was made possible by savings achieved through use of opportune airlift, sales of excess seats on Military Airlift Command charter aircraft and judicious use of travel funds. Air University provided CAP-USAF with its tentative FY 1984 funding of \$1,803,500 on 28 November 1983. Although the FY 1984 funding was \$88,300 greater than the FY 1983 actual expenses, it was actually a reduction from 1983 because the FY 1984 budget included an additional \$100,000 to fund Air Force Reserve travel. CAP-USAF had previously paid only per diem for Reservists, but on 1 October 1983 had assumed responsibility for both per diem and travel expenses of Reservists. The CAP-USAF Financial Management Board met on 15 December and allocated the approved FY 1984 program to field and staff agencies. The Air Force again purchased commercial aircraft insurance to protect CAP members involved in Air Force authorized search and rescue missions. The annual premium of \$192,000 represented a \$53,000 decrease from FY 1983.<sup>11</sup>

### CAP FUNDS

Civil Air Patrol continued to reflect favorable trends in its financial operations during FY 1983. The fund balance of the CAP National Treasury increased from \$2,867,085 in FY 1982



**Best Squadron.** The Franklin County Composite Squadron of the Illinois Wing was selected as the Squadron of Distinction for 1983 in competition with all other CAP squadrons. Squadron Commander Maj John L. Skinion accepted the Squadron of Distinction Award, Unit Citation Award, and a \$500 honorarium on behalf of members of his unit. The presentation was made by CAP National Commander Howard L. Brookfield, right, and CAP Executive Director David L. Patton during the annual meeting of the CAP National Board in Las Vegas. (Photo by Rand McNatt)



**Outstanding Member.** Col Robert G. Rubens was recognized as Civil Air Patrol's Outstanding Senior Member of the Year during an awards ceremony at the annual meeting of the CAP National Board in Las Vegas. Ceremony participants were from left, Air University Commander, Lt Gen Charles G. Cleveland, USAF; Col Rubens, CAP; and CAP National Commander, Brig Gen Howard L. Brookfield. At a special meeting of the CAP National Executive Committee following the National Board Meeting, Col Rubens was elected to the position of CAP National Finance Officer. (Photo by Rand McNatt)



**Oshkosh Support.** Cadet Joe Rupert directs an aircraft into parking position during the Experimental Aircraft Association annual airshow and fly-in at Whitman Field, Oshkosh, Wisconsin. Joe was among the group of specially qualified cadets selected to assist in parking more than 10,000 aircraft flown in for the event. The select cadets are graduates of North Central Region Special Services Corps Encampment, also known as "The Blue Berets" (Photo by Rand McNatt)



**Vietnam Ace.** Steve Ritchie was the keynote speaker at the annual National Congress on Aerospace Education. Ritchie became the Air Force's only pilot "Ace" since the Korean conflict and the only American pilot to destroy five Soviet MIGs in aerial combat during the war in Southeast Asia. (Photo by Rand McNatt)



to \$10,398,149 at the close of FY 1983. The dramatic increase was caused by inclusion of all Civil Air Patrol aircraft, at cost, on the books of the National Headquarters. CAP Corporate owned aircraft had previously been carried on the books of the respective CAP regions and wings. At its April 1983 meeting, the CAP National Executive Committee approved an FY 1984 Operating Budget of \$1,080,907, which represented a two percent increase over FY 1983.<sup>12</sup>

## MATERIEL MANAGEMENT

The CAP-USAF Directorate of Logistics provided support and assistance to Civil Air Patrol in the areas of supply, equipment, transportation, real estate facilities and aircraft assignment, acquisition and maintenance. The Directorate also managed office facilities of the USAF-CAP field liaison structure and controlled government vehicles used by liaison personnel.

## MANAGEMENT OF PROPERTY

Civil Air Patrol was authorized by Public Law 557, passed by Congress in 1948, to acquire equipment and supplies that were excess to the needs of the Department of Defense. During 1983, the Air Force transferred DOD excess property with an original cost to the DOD of \$8,307,004 to Civil Air Patrol. Major items acquired included aircraft, vehicles and communications equipment. Civil Air Patrol disposed of property previously acquired from DOD with an original acquisition value to DOD of \$1,858,097. CAP realized a return of \$540,702 which was to be reinvested in CAP equipment. The CAP Corporation used its limited funds for restoration of aircraft and vehicles to a safe operating condition and modification of aircraft to meet FAA airworthiness standards. The CAP corporate vehicle fleet consisted of 2,136 at the end of 1983. The CAP-USAF Directorate of Logistics continued to assist CAP in its efforts to modernize the vehicle fleet by disposing of unserviceable vehicles and replacing them with newer models.<sup>13</sup>

## MANAGEMENT OF AIRCRAFT

The CAP corporate owned aircraft fleet consisted of 563 aircraft on 31 December. Civil Air Patrol sold 44 corporate owned aircraft and purchased nine new or late model civil type aircraft from commercial sources. CAP also acquired 12 excess DOD aircraft during 1983. Five of the 12 excess DOD aircraft were certified in accordance with FAA directives and four were at maintenance facilities awaiting certification. All aircraft sales and procurements were conducted under procedures contained

in the National Headquarters CAP Aircraft Modernization Program. The HQ CAP-USAF Directorate of Logistics closely monitored the program since many of the aircraft sold were originally acquired from DOD excess. CAP corporate funds were used for the modification, repair and conversion of acquired excess DOD aircraft and the work was accomplished in civilian maintenance facilities in Alabama and Georgia.<sup>14</sup>

A voluntary Hull Self-Insurance Program was implemented on 1 July for CAP corporate owned aircraft. The insurance rate was established at three percent of the declared value of the aircraft with a \$500 deductible. The declared value for all aircraft was to be established annually using the Aircraft Bluebook Price Digest. Self-insurance program rates were 13 percent lower than current commercial rates. By the end of 1983, 260 of the corporation's 563 aircraft were insured for a value of \$4,035,700 based on an actual value of \$4,475,500.<sup>15</sup>

## SAFETY

The Directorate of Safety conducted ground and flying safety programs for both CAP-USAF and Civil Air Patrol. The office directed a self-inspection program of the headquarters in early January that later resulted in an excellent rating in the annual safety inspection by Air University safety personnel.

### CAP SAFETY PROGRAM

Civil Air Patrol experienced nine major aircraft accidents during 1983; the same as 1982, which had been CAP's best safety record in history. The number of fatalities was reduced from two in 1982 to one in 1983 and two injuries were recorded in 1983 as in 1982. Another positive indication of the improved safety record was that 1983 was the first year in CAP history that a safety related litigation was not brought against the corporation. To further enhance safety, the CAP National Executive Committee appropriated \$5,000 to purchase shoulder harness and all taildragger aircraft were equipped with harnesses. CAP Flight Clinics were attended by 2,076 CAP pilots and an additional 1,566 participated in the FAA Pilot Proficiency Program.<sup>16</sup>

### AIR FORCE SAFETY PROGRAM

CAP-USAF liaison personnel continued their excellent vehicle safety record during 1983 and again drove over one-half million miles in Government Services Administration vehicles without a reportable accident or incident. CAP-USAF pilots flew over 11,000 hours in civilian rental aircraft with only

one incident reported. The incident involved a nicked propeller during landing. One operational injury occurred when an employee tripped and a nonoperational injury was incurred when a motorcycle overturned in loose gravel.<sup>17</sup>

## LEGAL

The Staff Judge Advocate served as a legal staff officer for the CAP-USAF Commander and provided advice and service regarding the programs of the headquarters and its field liaison offices. He also maintained liaison with CAP region and wing legal officers and advised CAP corporate policy makers concerning legal aspects of CAP plans and activities. Legal support for purely CAP corporate interests was provided by the CAP Legal Counsel, Mr. Thomas A. Handley, who was a paid employee of the CAP Corporation.

After more than seven years of effort by Civil Air Patrol, a substantial increase in Federal Employees Compensation Act (FECA) benefits for CAP members injured or killed while participating in Air Force authorized missions was approved by the 98th Congress in September. CAP's original FECA benefits were established in 1956. Under that prior law, a Civil Air Patrol widow received \$135 per month and a totally disabled member received a maximum of \$220 per month. The new law placed Civil Air Patrol benefits under an artificial Civil Service Wage Scale, GS-9, Step One, which provided a Civil Air Patrol widow \$775 per month and a totally disabled Civil Air Patrol member a maximum of \$1,135 per month. The new benefits were protected against inflation by being based on the Civil Service wage scale. Although not retroactive, the new law provided immediate coverage to the 40 widows of CAP members that were currently receiving benefits. While the old law covered only CAP senior members, the revision extended coverage to cadets 18 through 21 with the intent being to permit them to participate actively in Air Force authorized missions.<sup>18</sup>

Further protection for Civil Air Patrol members under FECA was achieved through publication of CAP-USAF Special Order M-24 on 21 September 1983. The order gave Air Force authorization to CAP nonreimbursed flight activities performed in accordance with CAP Regulation 60-1. The M-24 authorization had the twin effects of expanding FECA coverage to all CAP flight activity and shrinking tort exposure of Civil Air Patrol. Although the order did not authorize reimbursement for oil, gas, or maintenance, reimbursement continued to be authorized for expenses incurred on AFRCC authorized missions as well as other selected Air Force authorized missions.<sup>19</sup>



**Poison Victims.** Two workers in American Falls, Idaho were overcome by cyanide fumes while cleaning a tank that had contained a cleaning solution. The Idaho CAP Eagle Rock Composite Squadron in Idaho Falls was asked to assist by airlifting a cyanide antidote kit to American Falls. The 42-minute flight to the American Falls airport was accomplished by Marland L. Standley (left) and Rezk Mohamed II. The antidote was delivered to a Powers County deputy sheriff who was waiting to deliver the drug to the American Falls Hospital, where it was administered in time to save the lives of the two victims. (Photo by Ron Paarman)



**Everglades Bivouac.** Florida's Tamiami Cadet Squadron, which is also dual chartered as a Boy Scouts of America Aviation Explorer Post, conducted a bivouac in Everglades National Park at a Boy Scout campsite. The annual bivouac tests leadership, rescue and survival skills that cadets have trained for during the year.



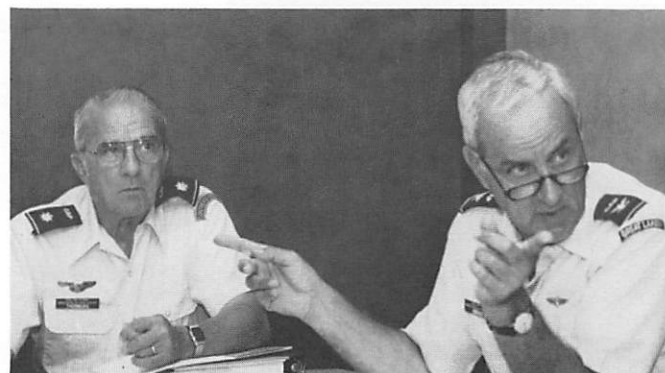
**Mutual Support.** American National Red Cross officials Bobby Baines (right) and Milford Fink (left) met at CAP National Headquarters with Jack Berry, Chief of CAP Disaster Preparedness, to discuss increased cooperation between the two organizations in disaster related activities. The Red Cross officials later went to Mississippi by CAP aircraft to participate in flood damage assessment. (Photo by Rand McNatt)



**Crash Found.** Mission Coordinator JanDee Haag, center, talks with Chuck Gruber, left, and Due Moore about the crashed aircraft they located during a New Mexico Wing search and rescue exercise. The twin-engine Piper Seneca 3 had been missing since 2 November 1982 on a flight from Helena, Montana to Taos, New Mexico, with four persons on board. The aircraft had been the objective of an intensive search by CAP and other search organizations; but to no avail since snowstorms had blanketed the mountains and covered all signs of the wreckage. The aircraft had crashed in dense forest near Canjillón Peak in northern New Mexico. There were no survivors. (Photo by Madge Harrah)



**Simulated Save.** CAP member Dave Clark, left, and Mountain Search and Rescue Unit Member Bob Klein remove a simulated crash victim from an Air Force helicopter during a practice search and rescue mission conducted near Boise, Idaho. The joint exercise involving 80 persons representing the Air Force, Mountain Search and Rescue Unit, and Civil Air Patrol was considered highly successful.



**Staff College.** Maj Frank B. Thornburg, left, and Col Jack R. Hornbeck were among the 55 attendees at the CAP National Staff College held at Maxwell AFB, Alabama. According to the staff college director, Col John A. Vozzo, "The purpose of the college is to provide CAP field grade officers the type of experiences needed to operate complex programs within and outside CAP."

## PUBLIC AFFAIRS

The Directorate of Public Affairs continued to conduct a publicity program to assist Civil Air Patrol in its efforts to inform and educate its members and the American public about the organization, its activities and its potential. Public Affairs also supported the Air Force Public Affairs Program at Maxwell AFB, Alabama. The Directorate's efforts resulted in an increased public awareness of Civil Air Patrol, increased cooperation of the news media in publicizing Civil Air Patrol, and increased support and awareness of Civil Air Patrol on the part of individual Air Force members and higher-level Air Force commanders.<sup>20</sup>

## SUPPORT EFFORT

The Directorate of Public Affairs supported several of CAP's national activities during 1983. The staff photographer attended the National Congress on Aerospace Education held in Las Vegas, Nevada, in April and obtained photographs for use in the Civil Air Patrol News and CAP Annual Report to Congress. Public Affairs provided six persons to support the CAP National Board Meeting in Las Vegas during August. The Directorate planned and directed publicity and protocol efforts in support of the combined board meeting and national convention working in cooperation with the CAP Nevada Wing Public Affairs Officer. The Director of Public Affairs conducted a seminar during one afternoon of the two-day meeting for approximately 50 CAP Public Affairs Officers. He also participated in a meeting of the National Publicity Committee to discuss public affairs activities planned for 1984.<sup>21</sup>

## MEDIA RELATIONS

Media Relations Division efforts resulted in several Civil Air Patrol feature articles appearing in national publications, and the groundwork was laid for several others. The Division also worked to enhance the US Air Force Public Affairs Program through the Hometown News Release Program and submission of CAP and CAP-USAF articles to Air Force publications. CAP Public Affairs officers were more active in publicizing the CAP role and through their efforts many CAP events received excellent media coverage. Additionally, an increasing number of articles by CAP Public Affairs Officers appeared in national print.<sup>22</sup>



## CREATIVE PRODUCTS

The Chief of the Creative Products Division coordinated with the Air Force Service and Information Center at Kelly AFB, Texas, for the production of 50,000 Civil Air Patrol recruiting posters at no cost to CAP. The Division produced camera-ready art and script for a 30-second television recruiting spot that was produced by the Defense Audiovisual Agency at Norton AFB, California, and duplicated in 2,000 copies at a minimum cost to Civil Air Patrol. The spots were distributed throughout the United States. The Division also designed and produced a 44-slide presentation of an updated version of "The CAP Story" in 1,000 copies for distribution to CAP units to aid in recruiting and public affairs programs. The Public Affairs Staff Photographer produced 4,064 black and white prints, 838 color prints and 28,491 color slides.<sup>23</sup>

## INTERNAL INFORMATION

The Internal Information Division published twelve 16-page issues of the Civil Air Patrol News, the official monthly newspaper of Civil Air Patrol. The Division continued its program of supplying Public Affairs Officer Kits to all new CAP public affairs officers. The kit contained a CAP Manual 190-1, Handbook for Public Affairs Officers, and a variety of leaflets, folders and other material used to expand and amplify details included in the manual. The Internal Information Division mailed approximately 70,000 pieces of recruiting materials each month to CAP public affairs officers and sent 1,200 35mm color slides to television media throughout the country for use in public service publicity announcements. The Division continued to oversee the Public Affairs Reporting Program. CAP public affairs officers were required to submit quarterly narrative reports describing public affairs activities within their units. The reports enabled the CAP-USAF Public Affairs Office to better understand the successes, failures and needs of the Civil Air Patrol Public Affairs Program in the various CAP wings.<sup>24</sup>

## CHAPLAINCY

The CAP-USAF Staff Chaplain's Office also functioned as the Civil Air Patrol National Chaplain's Office and administered the Civil Air Patrol Chaplain Service. The Chaplain's Office appointed 148 new CAP chaplains during 1983 in strict adherence to established qualification requirements. Applicants for CAP chaplain appointment were required to obtain permission from their church and an endorsement from the denomination's ecclesiastical endorsing agency. Applicants

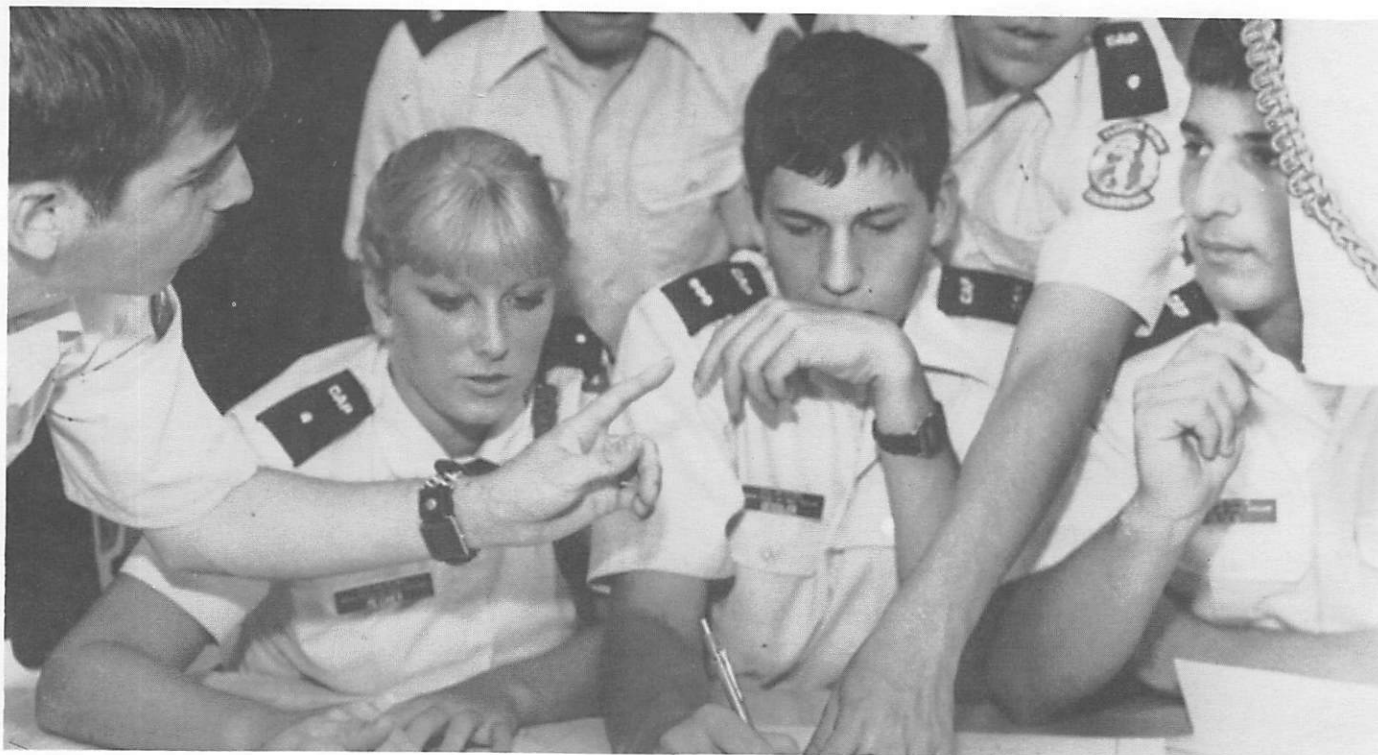
were also required to have four years of college and three years' seminary training, or its equivalent. The chaplain manning goal continued to be at least one chaplain assigned to each CAP unit, or have volunteer visiting clergy to assist with the moral leadership program in units where a chaplain was not assigned.<sup>25</sup>

## TRAINING MATERIALS

The Values for Living Writing Team convened at HQ CAP-USAF on 20 June for three weeks and worked on development of a Level III Chaplain Training Specialty Track and completed a new volume of the Values for Living series for use in the CAP cadet moral leadership program. The team headed by Chaplain, Colonel, Frank H. Ebner, USAFR (Retired) consisted of four USAF Reserve chaplains attached to HQ CAP-USAF for Reserve duty. After eighteen months of research and collecting resources and data, the Level II Specialty Training Track for CAP chaplains became available on 15 June. The training program was edited and put into Air Force Extension Course Institute format and became available as ECI Course Number 02210. It was the first formal chaplain training course specifically designed for CAP chaplains. The course was designed to introduce the clergy to the CAP chaplaincy; assist them in applying their professional skills in the CAP environment; and increase their ability to work as a team with clergy of various faiths. As of 31 December, 131 chaplains had enrolled in the ECI course and 37 had completed it. CAP Pamphlet 265-1, "The CAP Chaplain Service," and CAP Regulation 265-1, "The CAP Chaplain Service," were revised and distributed during the year.<sup>26</sup>

## CHAPLAIN ACTIVITIES

An interfaith service to mark the opening of the annual CAP National Board Meeting was held at 7:00 AM on Friday, 12 August at the Riviera Hotel in Las Vegas, Nevada. Chaplain, Brig Gen, Simeon Kobrinetz, USAF Reserve, was guest speaker. The National Chaplain Committee met on 13 and 14 August in Las Vegas in open session with CAP chaplains and guests. Mr. Harold R. Bacon, CAP-USAF Director of Aerospace Education, gave a presentation on aerospace education. The 42nd anniversary of the founding of Civil Air Patrol was recognized in special services held in local churches and military chapels on the first Sunday in December. More than 100,000 special CAP Chaplain Service Bulletins were distributed for use in conjunction with the celebration.<sup>27</sup>



**Officer School.** Cadets concentrate on solution to simulated emergency services problem during the annual Civil Air Patrol Cadet Officer School held at Gunter AFS, Alabama for 106 CAP cadets. The purpose of the school was to equip cadets with leadership and management principles for application in their hometown CAP units. (Photo by Rand McNatt)

**Academy Display.** Air Force Academy cadets Dominic Strug and Elizabeth Wright attend the CAP National Board meeting to provide information on the Academy and career opportunities in the Air Force to CAP cadets and cadet leaders in attendance, left to right, Mike Freeman, Andrea Thompson, Mark Schadt and Virginia Copenhaver. Dominic is a former cadet member of the CAP Michigan Wing and Elizabeth was a member of the Louisiana Wing. Civil Air Patrol is a prime source of nominees for Academy appointments. (Photo by Bill Madsen.)



## INSPECTION

The HQ CAP-USAF inspection team conducted 37 management effectiveness inspections of CAP wings and USAF-CAP liaison offices, of which 27 were rated excellent and 10 were rated satisfactory. USAF-CAP liaison region personnel conducted 12 staff supervisory evaluations during the same period. The Inspector General staff planned and conducted a seminar in conjunction with the CAP National Board Meeting in August. Emphasis was placed on the importance of the inspection process and a discussion was held concerning CAP member complaints and how they were to be processed. CAP Massachusetts Wing Inspector General Office personnel conducted a seminar to demonstrate techniques used by their members during inspections.<sup>28</sup>

The CAP-USAF Inspector General received 28 complaints and three congressional inquiries during the year. The number of complaints increased substantially from the eight received in 1982, but congressional inquiries showed a significant decrease from the 17 received last year. This trend was encouraging because it indicated that CAP members are relying more on the internal complaint system to resolve grievances at the lowest possible level.<sup>29</sup>

## PLANS AND PROGRAMS

The Directorate of Plans and Programs continued to operate as a special projects office for HQ CAP-USAF and National Headquarters Civil Air Patrol.

## NEC MEETINGS

The Plans and Programs Directorate was the project office for two regular meetings and one special meeting of the Civil Air Patrol National Executive Committee (NEC) during 1983. Under the CAP Constitution and Bylaws, the NEC served as the governing body of the Civil Air Patrol Corporation at times when the National Board was not in session. The Directorate of Plans and Programs prepared for the two regular meetings of the NEC by soliciting proposed agenda items for NEC members, CAP wing commanders and the CAP-USAF staff. The agendas were staffed and coordinated within the headquarters and mailed to NEC members and CAP wing commanders 30 days prior to scheduled meeting date. The Directorate prepared meeting books with appropriate supporting documents and the Director of Plans and Programs served as floor manager and coordinator during the two-day sessions. The Directorate prepared edited minutes from verbatim transcript prepared by Plans and Programs secretary from notes and taped recordings. Minutes of the regular

meetings of the NEC held at Las Vegas, Nevada, on 7-9 April and Maxwell AFB, Alabama, on 9-10 December and minutes of the special meeting held in Las Vegas, Nevada, on 11-13 August were provided to all NEC members, CAP wing commanders and HQ CAP-USAF staff and field liaison offices.<sup>30</sup>

### NATIONAL BOARD MEETING

The Directorate of Plans and Programs was responsible for planning, coordinating and conducting the Civil Air Patrol National Board Meeting and National Convention held at the Riviera Hotel in Las Vegas, Nevada, on 12-13 August. The CAP Constitution and Bylaws established the National Board as the primary governing body of the Civil Air Patrol and required that it meet at least once annually. A CAP National Convention, open to all CAP members, was held in conjunction with the board meeting. The board meeting and national convention was attended by approximately 1,400 CAP members and guests. The board elected Colonel William B. Cass to the office of National Vice Commander of Civil Air Patrol. The CAP Bylaws were revised during 1983 to extend the term of office of the CAP National Commander from one to two years. Since the extension applied to the incumbent, General Brookfield was not required to stand for election during 1983.<sup>31</sup>

Senator Jennings Randolph of West Virginia was the keynote speaker at the closing banquet to the board meeting and convention. Other special guests at the board meeting were: Lt Gen Charles G. Cleveland, Commander of Air University; Maj Gen George A. Edwards, US Readiness Command; Maj Gen Daniel F. Callahan, USAF (Retired), Air Force Association; Commodore Martin S. Herz, United States Coast Guard Auxiliary; Mr. Bob Vessey, American National Red Cross; and Mr. James G. McKeachie, Air Cadet League of Canada. In its role as project office for the board meeting and convention, the Directorate of Plans and Programs planned, coordinated, and monitored all details of the activity. That included site selection, negotiating with the Riviera Hotel convention manager for guest and meeting rooms and banquet facilities; coordinating and scheduling meeting room use; preparing the Program Action Directive to assign responsibilities to other staff agencies; preparing meeting programs and agendas; serving as on-scene manager for all activities; and editing and publishing minutes of the board meeting.<sup>32</sup>

### CIVIL AIR PATROL MANAGEMENT ANALYSIS PROGRAM

The Air Force and Civil Air Patrol leadership required a system to evaluate and monitor CAP mission readiness and effectiveness. The CAP-USAF Directorate of Plans and Programs developed and conducted the Civil Air Patrol Management Analysis Program (CAP-MAP) to achieve that objective and



also to provide a mechanism to identify and provide recognition for the top performing wing in each of the eight CAP regions under the "Top 8 of the 80's" awards program. The commanders of the top performing wings in the 1 January-31 December 1983 CAP-MAP cycle were to be presented plaques and appropriate recognition at the 3-4 August 1984 National Board Meeting in Atlanta, Georgia. See Table 5 for the "Top 8 of the 80's" award winners. The Directorate of Plans and Programs published final CAP-MAP results and developed and published criteria for the 1984 CAP-MAP cycle.<sup>33</sup>

*Table 5, CAP-MAP Standings, 1 January-31 December 1983.*

Connecticut. . . . .	Northeast Region
West Virginia . . . . .	Middle East Region
Wisconsin. . . . .	Great Lakes Region
Tennessee. . . . .	Southeast Region
Minnesota. . . . .	North Central Region
Arkansas . . . . .	Southwest Region
Idaho. . . . .	Rocky Mountain Region
Nevada . . . . .	Pacific Region

## ANNUAL REPORT TO CONGRESS

The Plans and Programs office prepared the Civil Air Patrol Annual Report to Congress for Calendar Year 1983 as required by Public Law 476 of the 79th Congress. The 40-page document was well-illustrated with black and white photographs and included eight pages in full color. The report covered the activities of Civil Air Patrol in all mission areas, but with special emphasis on Emergency Services. All phases of the preparation and printing were accomplished in-house except for color separation. The report was published in 15,000 copies at a cost to the CAP corporation of less than \$8,000. The report was widely distributed to national, regional, state and local levels. The booklet was sent to leaders in government, business, education, religion, and civic organizations and to Air Force officials from the Secretary down to wing and base commanders. The report was delivered to each member of Congress by cadet members of the winning team in the CAP National Cadet Competition. The Illinois wing cadets were assisted by cadet members of the CAP National Capital Wing. A personalized memo signed by respective CAP wing commanders was attached to the report to make it more constituent oriented for the individual Congressman. The Annual Report to Congress was CAP's only prestige publication and was used extensively in public relations activities.<sup>34</sup>

## ORIENTATION TRAINING

The Plans and Programs Directorate scheduled and conducted orientation training for new personnel assigned to the CAP-USAF region and wing field liaison offices and the Headquarters CAP-USAF staff. A three-day training session was conducted on 1-3 November at Headquarters CAP-USAF for all eligible officers and noncommissioned officers. The Directorate of Plans and Programs prepared the training schedule, monitored the training and arranged transportation, billeting and an informal social function. They also revised and published the USAF-CAP Liaison Staff Handbook which is included in the introductory package sent to all newly assigned liaison personnel.<sup>35</sup>

## COMMANDER'S CONFERENCE

Plans and Programs provided support for the annual Liaison Region Commander's Conference held at HQ CAP-USAF on 15-17 November. The Directorate prepared and coordinated the meeting agenda and made arrangements for transportation and billeting. General Patton met with the eight USAF-CAP liaison region commanders to discuss and exchange information on procedures to provide the best possible liaison support to the Air Force's civilian auxiliary.<sup>36</sup>



CAP Memorial, Dedicated 9 December 1983

## O-1 "Bird Dog" Aircraft

CAP National Headquarters  
Maxwell AFB, Alabama

## FOOTNOTES, CHAPTER I

## INTRODUCTION

1. Executive Order Number 8757, 20 May 1941.
2. Gill Robb Wilson, "I Walked With Giants."
3. Robert E. Nephrod, Flying Minute Men, The Story of Civil Air Patrol, p 22.
4. Ibid, p 23.
5. CAPM 50-1, Introduction to Civil Air Patrol, 1978, p 5.
6. Ibid, p 6.
7. Robert E. Nephrod, Flying Minute Men, The Story of Civil Air Patrol, p 45.
8. CAPM 50-1, Introduction to Civil Air Patrol, 1978, p 9.
9. Ibid, p 10.
10. Ibid, p 11.
11. CAP Annual Report to Congress for 1983, p 36 (Doc VI-26).
12. Minutes of CAP National Board Meeting, 12-13 Aug 1983, p 16 (Doc VI-31).
13. Minutes of CAP National Executive Committee Meetings, 7-9 Apr 1983, 11-13 Aug 1983, 9-10 Dec 1982 (Docs VI-19, VI-20, VI-21).
14. CAPM 50-1, Introduction to Civil Air Patrol, 1978, p 9.
15. AFR 46-5, Employment of Civil Air Patrol, 15 Nov 1982.
16. Constitution and Bylaws of Civil Air Patrol, p 6.
17. CAP-USAFR 23-1, USAF-CAP Field Liaison Offices, 16 Jun 1980.
18. AFR 46-4, Function and Organization of Civil Air Patrol, 17 Dec 1976.

19. CAP Annual Report to Congress for 1983, p 36 (Doc VI-26); Minutes of CAP National Board Meeting, 12-13 Aug 1983, p 4 (Doc VI-22).

20. Annual Report to Congress for 1983, p 2 (Doc VI-26); Minutes of CAP National Board Meeting, 12-13 Aug 1983, p 4 (Doc VI-22).

21. HQ CAP-USAF Special Order M-24, 23 Sep 83 (Doc VI-9); "Federal Workers Compensation Act Changes," Civil Air Patrol News, Nov 1983, p 4 (Doc VI-10); Ltr (U), CAP National Commander to CAP-USAF/CC, 16 Sep 1983 (Doc VI-11); Ltr (U), CAP-USAF/JA to CAP-USAF/CC, subj: Legal Opinion/Extension of Air Force Mission Status to CAPR 60-1 Missions, 16 Sep 1983 (Doc VI-12); Ltr (U), US Dept of Justice to HQ USAF/JACC, 19 Sep 1983 (Doc VI-13); Ltr (U), HQ USAF/JACC to HQ CAP-USAF/CC 21 Sep 1983 (Doc VI-14); Ltr (U), US Dept of Labor to CAP Corporate Legal Counsel, 21 Sep 1983 (Doc VI-15).

22. Ltr (U), CAP-USAF/XR to AU/EDV, subj: Quarterly Letter to CSAF, 13 Sep 83 (Doc I-1).

23. Minutes of CAP National Board Meeting, 12-13 Aug 1983, p 5 (Doc VI-23).

24. CAP Annual Report to Congress for 1983, p 7 (Doc VI-26).

25. Ibid, p 29.

26. Brochure, Exploring/Civil Air Patrol (Doc III-1).

27. Hist (U), HQ CAP-USAF, CY 82, p 15; Minutes of CAP National Executive Committee Meeting, 9-10 Dec 1983, p 4 (Doc VI-26).

28. Minutes of CAP National Executive Committee Meeting, 11-13 Aug 1983, Atch 3 (Doc VI-20).

29. Minutes of CAP National Board Meeting, 12-13 Aug 1983, p 9 (Doc VI-22).

30. Ibid, p 8.

31. Ibid, p 10.



## FOOTNOTES, CHAPTER II

## AEROSPACE EDUCATION

1. CAPR 280-2, Aerospace Education, 23 Mar 1981.
2. Program for Sixteenth Annual National Congress on Aerospace Education (Doc II-1); Notice to Exhibitors at the 1983 National Congress on Aerospace Education (Doc II-2); Operations Plan for the 1983 National Congress on Aerospace Education (Doc II-3); 1983 National Congress on Aerospace Education Staff (Doc II-4).
3. Program for Sixteenth Annual National Congress on Aerospace Education (Doc II-1); Script for the Crown Circle Awards Ceremony (Doc II-5).
4. Listing of College, University and School System Aerospace Education Workshops for 1983 (Doc II-6); CAPR 280-2, Aerospace Education, 23 Mar 1981.
5. Hist (U), HQ CAP-USAF, CY 82, p 38.
6. Student Study Guide for the Textbook, AEROSPACE: The Challenge, second edition (Doc II-7).
7. Aerospace Update, "X29A Advanced Technology Demonstrator," Civil Air Patrol News, Jun 1983 (Doc II-8); Aerospace Update, "F/A-18 Hornet - New Navy/Marine Corps Strike Fighter," Civil Air Patrol News, Sep 83 (Doc II-9).
8. CAP Annual Report to Congress for 1983, p 30 (Doc VI-26).

## FOOTNOTES, CHAPTER III

## TRAINING

1. CAPM 39-2, Civil Air Patrol Membership, 15 May 1979, p 2-1; CAP Annual Report to Congress for 1983, p 12 (Doc VI-26).
2. CAPM 50-16, The Leader's Handbook for the Cadet Program, 1 Oct 1980, p 1; CAP Annual Report to Congress for 1983, p 36 (Doc VI-26).
3. CAPM 50-16, The Leader's Handbook for the Cadet Program, 1 Oct 1980, p 50.
4. Ibid, p 50, 51.
5. Ibid, pp 52-54.
6. Ibid.
7. Ibid.
8. CAPP, National Cadet Competition, 15 Nov 1982.
9. CAP Annual Report to Congress for 1983, p 30 (Doc VI-26).
10. Ibid, p 36.
11. Ibid, p 36.
12. CAPM 50-16, The Leader's Handbook for the Cadet Program, 1 Oct 1980, pp 40-46.
13. CAP Annual Report to Congress for 1983, p 13 (Doc VI-26).
14. Ibid.
15. Ibid, p 15.
16. Ibid, p 27.
17. Ibid, p 29; Brochure, Exploring/Civil Air Patrol (Doc III-1).
18. CAPM 50-17, CAP Senior Member Training Program, 30 Apr 1982, p 1.

19. Ibid.
20. Ibid.
21. Ibid.
22. Ibid.
23. Ibid; Ltr (U), CAP-USAF/TTN to CAP Region and Wing Comdrs, Subj: Corporate Learning Course, 18 Oct 1983 (Doc III-2).
24. CAPM 50-17, CAP Senior Member Training Program, 30 Apr 1982, p 1.
25. Ibid.
26. CAP Annual Report to Congress for 1982, p 21 (Doc VI-26).
27. Ibid, p 22.
28. Ibid, p 32.

## FOOTNOTES, CHAPTER IV

### OPERATIONS

1. CAPM 50-15, Emergency Services, 15 Apr 1983 (Doc IV-1); CAPR 55-1, Civil Air Patrol Emergency Services, 5 Dec 1980; Minutes of the CAP National Executive Committee Meeting, 7-9 Apr 1982, p 9 (Doc VI-19).

2. Ibid; CAP Annual Report to Congress for 1983, pp 2-5 (Doc VI-26).

3. CAP Annual Report to Congress for 1983, p 6 (Doc VI-26).

4. Hist (U), HQ CAP-USAF, CY 82, p 29; CAP Annual Report to Congress for 1983, p 6 (Doc VI-26).

5. CAPM 50-15, Emergency Services, 15 Apr 1983, p 28 (Doc IV-1).

6. Ltr, HQ 1550th Aircrew Training and Test Wing to HQ MAC/XPP/XPOT, subj: Search and Rescue Satellite-Aided Tracking (SARSAT) System Test Status, MAC Program 12-5-81, 12 Aug 1983 (Doc IV-2).

7. Hist (U), HQ CAP-USAF, CY 82, p 31; Minutes of CAP National Executive Committee Meeting, 9-10 Dec 83, p 7 (Doc VI-21).

8. CAP-USAFR 76-2, CAP-USAF Administrative Military Airlift, 2 May 1983 (Doc IV-3).

9. CAP-USAFR 60-2, Management of Civilian Rental Aircraft, 1 May 1981; CAP-USAFR 76-4, Government Rental and Aircraft Utilization Report, 15 Apr 1977.

10. CAPR 50-11, Flight Clinics, 1 Apr 1983 (Doc IV-4).

11. CAP Annual Report to Congress for 1983, p 7 (Doc VI-26).

12. Ltr, CAP-USAF/DOK to CAP/MER, subj: Civil Air Patrol Contingency HF Voice Interface with NORAD, 16 Mar 1983 (Doc IV-5); Memo for Record, CAP-USAF/DOK, subj: Establishing a High Frequency Interface with 23rd Air Division (NORAD), 22 Apr 1982 (Doc IV-6).

13. CAPM 100-1, Communications, 1 Jul 1979.

## FOOTNOTES, CHAPTER V

## USAF-CAP FIELD LIAISON ACTIVITIES

1. CAP-USAFR 23-1, USAF-CAP Liaison Officer, 16 Jun 1980.
2. CAPM 50-16, The Leader's Handbook for the Cadet Program, 1 Oct 1980, pp 40-45.
3. CAPM 280-2, Aerospace Education, 23 Mar 1981.
4. CAPR 50-11, CAP Flight Clinics, 1 Apr 1983 (Doc IV-4).
5. Ltr, HQ 1550th Aircrew Training and Test Wing to HQ MAC/DPP/XPQT, subj: Search and Rescue Satellite-Aided Tracking (SARSAT) System Test Status, 12 Aug 1983 (Doc IV-2).
6. CAPM 50-17, Senior Member Training Program, 30 Apr 1982, p 17.
7. CAP Annual Report to Congress for 1983, p 7 (Doc VI-26).
8. CAPM 280-2, Aerospace Education, 23 Mar 1981.
9. CAPM 50-16, The Leader's Handbook for the Cadet Program, 1 Oct 1980, p 34.
10. CAPR 62-1, CAP Safety Responsibilities and Procedures, 5 Nov 1981.
11. CAPM 50-16, The Leader's Handbook for the Cadet Program, 1 Oct 1980.
12. CAPR 280-2, Aerospace Education, 23 Mar 1981.
13. CAPM 50-15, Emergency Services, 15 Apr 1983 (Doc IV-1).
14. CAP Annual Report to Congress for 1983, p 14 (Doc VI-26).
15. CAPR 280-2, Aerospace Education, 23 Mar 1981.
16. CAP-USAFR 55-10, USAF Authorized Emergency Service Evaluation and Training Missions, 5 Dec 1981.
17. The CAP Annual Report to Congress for 1983, p 30, (Doc VI-26)



18. CAPR 280-2, Aerospace Education, 23 Mar 1981.
19. Ibid.
20. CAP-USAFR 55-10, USAF Authorized Emergency Service Evaluation and Training Missions, 5 Dec 1981.
21. CAPP 66, National Cadet Competition, Sep 1981.
22. CAPM 50-15, Emergency Services, 15 Apr 1983 (Doc IV-1).
23. CAPM 50-16, The Leader's Handbook for the Cadet Program, 1 Oct 1980.

## FOOTNOTES, CHAPTER VI

### RESOURCE MANAGEMENT

1. Hist (U), HQ CAP-USAF, CY 82, p 48.
2. CAP Annual Report to Congress for 1983, p 36, (Doc VI-26).
3. Bylaws of the Civil Air Patrol, Revised 1982, pp 1, 2.
4. Minutes of the CAP National Executive Committee Meeting, 7-9 Apr 1983, p 18 (Doc VI-19).
5. Minutes of the CAP National Executive Committee Meeting, 9-10 Dec 1983, p 10 (Doc VI-21).
6. CAP-USAFR 45-10, Reserve Assistance Program for Civil Air Patrol, 15 Sep 1980.
7. Civil Air Patrol Annual Report to Congress for 1983, p 25 (Doc VI-26); Ltr (U), CAP-USAF/CC to HQ AU/MOT, subj: Individual Mobilization Augmentee Authorization, 7 Sep 1983 (Doc VI-1).
8. CAP-USAF Supplement to AFR 10-7, Administrative Orders, 10 Sep 1982; CAP-USAF Special Orders G-1 through G-9 (Doc VI-2).
9. Hist (U), HQ CAP-USAF, CY 82, p 52; Civil Air Patrol Bookstore Catalog for 1984 (Doc VI-3).
10. AFR 35-11, Military Personnel AF Physical Fitness Program, 28 Jul 1981.
11. FY 1984 Operating Budget Approved Program, 28 Nov 1983 (Doc VI-4); Minutes of the HQ CAP-USAF Financial Management Board, 5 Jan 1984 (Doc VI-5); Hist (U), HQ CAP-USAF, CY 82, p 53.
12. Audited Financial Statements of the National Treasury of Civil Air Patrol, 1 Sep 1983 (Doc VI-6); CAP Corporate Budget for FY 1984 (Doc VI-7).
13. CAP-USAFR 67-2, Acquisition, Accounting and Disposal of Excess and Surplus Department of Defense Equipment and Supplies, 3 Aug 1981; CAPR 77-1, CAP Vehicles, 1 Nov 1979.
14. CAPR 66-1, CAP Aircraft Maintenance Management, 15 Dec 1981.

15. Minutes of the CAP National Executive Committee Meeting, 7-9 Apr 1983, p 3 (Doc VI-19).

16. Hist (U), HQ CAP-USAF, CY 82, p 54; Minutes of CAP National Executive Committee Meeting, 7-9 Apr 1981, p 7 (Doc VI-19).

17. CAP-USAFR 127-1, Accident Prevention Plan and Mishap Reporting Procedures, 24 Aug 1981.

18. Hist (U), HQ CAP-USAF, CY 82, p 57; "Congress Approves Benefit Hike for Civil Air Patrol Members," Civil Air Patrol News, Oct 1983, p 1 (Doc VI-8).

19. HQ CAP-USAF Special Order M-24, 23 Sep 83 (Doc VI-9); "Federal Workers Compensation Act Changes," Civil Air Patrol News, Nov 1983, p 4 (Doc VI-10); Ltr (U), CAP National Commander to CAP-USAF/CC, 16 Sep 1983 (Doc VI-11); Ltr (U), CAP-USAF/JA to CAP-USAF/CC, subj: Legal Opinion/Extension of Air Force Mission Status to CAPR 60-1 Missions, 16 Sep 1983 (Doc VI-12); Ltr (U), US Dept of Justice to HQ USAF/JACC, 19 Sep 1983 (Doc VI-13); Ltr (U), HQ USAF/JACC to HQ CAP-USAF/CC, 22 Sep 1983 (Doc VI-14); Ltr (U), US Dept of Labor to CAP Corporate Legal Counsel, 21 Sep 1983 (Doc VI-15).

20. CAPM 190-1, Handbook for Public Affairs Officers, 1 Nov 1980.

21. Ltr (U), from CAP-USAF/PA to NEC members, undated, subj: 1983 CAP-USAF Public Affairs Recap and 1984 Public Affairs Plan (Doc VI-16).

22. Hist (U), HQ CAP-USAF, CY 82, p 58.

23. Ibid.

24. Ibid.

25. CAPR 265-1, The Civil Air Patrol Chaplain Service, 1 Oct 1983 (Doc VI-17).

26. CAPP 265-1, The Civil Air Patrol Chaplain Service, May 1983 (Doc VI-18).

27. The CAP Annual Report to Congress for 1983, p 23 (Doc VI-26).

28. CAPR 123-2, Management Effectiveness Inspections, Staff Supervisory Evaluations of Civil Air Patrol Wings, 2 Mar 1982.

29. CAPR 11-6, Congressional Inquiries, 31 Mar 1979.

30. Minutes (U) of the 7-9 Apr 83 Meeting of the CAP National Executive Committee (Doc VI-19); Minutes of the 11-13 Aug 83 Meeting of the CAP National Executive Committee (Doc VI-20); Minutes of the 9-10 Dec 83 Meeting of the CAP National Executive Committee (Doc VI-21).

31. Meeting Program for 12-13 Aug Meeting of the CAP National Board (Doc VI-22).

32. Minutes (U) of the 12-13 Aug 83 Meeting of the CAP National Board (Doc VI-23).

33. Final Report (U), Civil Air Patrol Management Analysis Program (CAP-MAP) for the period 1 Jan-31 Dec 83 (Doc VI-24); Criteria (U), Civil Air Patrol Management Analysis Program (CAP-MAP) for period 1 Jan-31 Dec 84 (Doc VI-25).

34. Civil Air Patrol Annual Report to Congress for 1983 (Doc VI-26).

35. Ltr (U) CAP-USAF/XR to HQ CAP-USAF Staff, subj: LO/LNCO Orientation, 29 Sep 1983 (Doc VI-27). Liaison Staff Handbook, undated (Doc VI-28).

36. Agenda for Liaison Region Commander's Conference, 15-17 Nov 1983 (Doc VI-29).

## APPENDIX I

### BIOGRAPHY - GENERAL PATTON

Brigadier General David L. Patton is Commander of Civil Air Patrol-United States Air Force (CAP-USAF) with headquarters at Maxwell AFB, Alabama. In his military capacity, he directs USAF support of Civil Air Patrol and commands all Air Force personnel assigned to the headquarters and the eight region and 52 wing liaison offices.

As the Executive Director of Civil Air Patrol, he serves in a civilian capacity, and administers the day-to-day activities of CAP and is a voting member of the CAP National Board and National Executive Committee. Civil Air Patrol, the official auxiliary of the US Air Force, is a federally chartered, benevolent, civilian organization.

General Patton was born in Baltimore, Maryland, and enlisted in the US Air Force in April 1952 where he served as crew chief at Vance AFB, Oklahoma, until his entry into the aviation cadet flying program in January 1953. General Patton received his commission and wings at Greenville AFB, Mississippi in April 1954. He then attended fighter gunnery school at Laughlin AFB, Texas, and Luke AFB, Arizona.

His first operational assignment was with the 12th Strategic Fighter Wing, Bergstrom AFB, Texas, where he flew F-84s from July 1954 to February 1955. He was then assigned to the 91st Strategic Reconnaissance Wing at Lockbourne AFB, Ohio, flying RB-47Es. In September 1953, his unit was redesignated the 376th Bombardment Wing (electronics countermeasures), where he flew EB-47Es as pilot and standardization/evaluation examiner. From June 1966 until July 1971, General Patton served as U-2 pilot and as an operating location commander with the 349th Strategic Reconnaissance Squadron at Davis-Monthan AFB, Arizona. From the forward operating locations, he flew missions over both North and South Vietnam. He commanded this squadron from July 1971 to July 1972.

In July 1973 General Patton was assigned as vice commander of the 55th Strategic Reconnaissance Wing, Offutt AFB, Nebraska. He then moved to the 43rd Strategic Wing, Anderson Air Base, Guam, in July 1975 and assumed command of the wing in March 1976. General Patron was assigned to the Directorate of Operations and Readiness, HQ USAF, Washington DC, in July 1977, initially as Chief of the Strategic Division, then as Deputy Director of Readiness Development, followed by Deputy Director for Operations and Training. From July 1978 to July 1979, he was Deputy Director for Operations and Readiness.



In July 1979 he became commander of the 4th Air Division, Strategic Air Command, at Francis E. Warren AFB, Wyoming, until assuming command of HQ CAP-USAF on 31 August 1981.

General Patton received his Bachelor of Arts degree from the University of Nebraska and his Master of Science Degree from Troy State University. He completed Northwestern University's Graduate School of Management for Senior Executives in 1978. General Patton's professional military education includes the Air Command and Staff College in 1965 and the Air War College in 1973 in residence at Maxwell AFB, Alabama.

General Patton is a command pilot with more than 6,000 hours flying time. He has been awarded the Legion of Merit, the Distinguished Flying Cross, the Meritorious Service Medal and the Air Medal.

He was promoted to brigadier general 1 June 1979, with date of rank 21 May 1979.

General Patton is married to the former Jean Louise Hibbs, also of Baltimore. They have two sons: Mark David and Scott George; and a daughter, Teri Jean.

## APPENDIX II

## LINEAGE AND HONORS DATA

Unit Designation: Headquarters Civil Air Patrol-United States Air Force (HQ CAP-USAF)

Previous Designation: 32nd Air Force Base Unit

Higher Headquarters: Air University

Commander: Brig Gen David L. Patton (29 Aug 81, HQ CAP-USAF SO G-11, 31 Aug 81)

Vice Commander: Col Win E. DePoorter (13 Sep 81, from USAF-CAP Northeast Liaison Region Commander, CAP-USAF Personnel Action Change A00 3807, 25 Sep 81)

Assigned Units Inactivated: None

Assigned Units Gained: None

Station: Maxwell AFB, Alabama

Aircraft Flown: Air Force Civilian Rental Aircraft

Awards and Decorations: None

Emblem: Same

# APPENDIX III

## ROSTER OF KEY PERSONNEL

AS OF 31 DECEMBER 1983

<u>POSITION</u>	<u>NAME</u>	<u>FROM</u>	<u>TO</u>	<u>REMARKS</u>
Commander	Brig Gen David L. Patton	31 Aug 81	Present	HQ CAP-USAF Commander
Vice Commander	Col Win E. DePoorter	13 Sep 81	Present	HQ CAP-USAF Vice Commander
Senior Enlisted Advisor	CMSgt James C. Knowles	15 Jun 80	Present	
Reserve Advisor	Col Joseph A. L'Abbe	7 May 81	Present	
Dir/Aerospace Education	Mr. John V. Sorenson Mr. Harold R. Bacon	25 Jul 62 16 Jun 69	25 Jun 83 Present	Retired
Dir/Training	Col Vardaman F. Johnson- Col Arthur W. Ahl	31 Aug 82 1 May 83	29 Apr 83 Present	PCA to3800 ABW/CC
Dir/Operations	Col Byron W. King, Jr.	15 Dec 80	Present	
Dir/Personnel	Lt Col Joseph J. Matisak	5 Oct 79	Present	
Dir/Administration	Lt Col Michael D. Duto	30 Jun 82	Present	
Dir/Logistics	Lt Col Ronald J. Skoneki	15 May 78	Present	
Dir/Plans and Programs	Col Joseph H. Hannan Col Robert J. Hunt	10 Aug 79 1 Dec 82	1 Jul 83 Present	Retired
Dir/Public Affairs	Maj Donald F. Giglio	29 May 83	Present	

# APPENDIX III - ROSTER OF KEY PERSONNEL (CONT'D)

<u>POSITION</u>	<u>NAME</u>	<u>FROM</u>	<u>TO</u>	<u>REMARKS</u>
Dir/Safety	Lt Col John E. Cannaday, Jr.	27 May 80	Present	
Comptroller	Lt Col Patrick E. O'Reilly	3 Jul 82	Present	
Chaplain	Col Henry L. Spencer	16 Jul 80	Present	
Inspector General	Maj William S. Allee	31 Jul 79	Present	
Staff Judge Advocate	Capt Richard E. Slipsky	30 Oct 82	Present	
USAF-CAP Northeast Liaison Region/Commander	Col Richard J. Harris	19 Oct 81	Present	
USAF-CAP Middle East Liaison Region/Commander	Col David D. Brandt, Jr.	1 Feb 80	Present	
USAF-CAP North Central Liaison Region/Commander	Col Val W. Taylor	2 Mar 82	Present	
USAF-CAP Great Lakes Liaison Region/Commander	Col Robert E. Nugent Col Bruce K. Ware	20 Nov 80 21 Oct 83	1 Nov 83 Present	Retired
USAF-CAP Southeast Liaison Region/Commander	Col James R. Withers	20 Jan 82	Present	
USAF-CAP Southwest Liaison Region/Commander	Col Herbert L. Neathery Col John B. France	26 Aug 78 7 Jul 83	1 Aug 83 Present	Retired
USAF-CAP Rocky Mountain Liaison Region/Commander	Col E. J. Zulauf	22 Oct 78	Present	
USAF-CAP Pacific Liaison Region/Commander	Col John C. Cody	7 Dec 81	Present	

# APPENDIX IV

## CIVIL AIR PATROL DATA

### As of 31 DECEMBER

<b>MEMBERSHIP</b>	<b>1982</b>	<b>1983</b>
Cadets	24,645	26,104
Seniors	40,024	41,669
Total Members	64,669	67,773
<b>ORGANIZATIONAL UNITS</b>		
Regions	8	8
Wings	52	52
Groups	172	174
Senior Squadrons	253	320
Cadet Squadrons	324	321
Composite Squadrons	952	985
Flights	89	81
Total Units	1,850	1,941
<b>RADIO STATIONS</b>		
Fixed Land	4,028	4,027
Ground Mobile	16,500	17,010
Air Mobile	4,185	4,455
Search and Rescue	697	670
Corporate Aeronautical	587	565
Repeater Stations	232	255
Emergency Locator	156	149
Total Stations	26,385	27,131
<b>AIRCRAFT</b>		
Corporate Owned	572	565
Member Owned	8,890	9,502
Total Aircraft	9,462	10,067
<b>EMERGENCY SERVICES</b>		
Missions	1,194	1,745
Sorties	8,463	8,542
Hours Flown	16,960	16,725
Objectives Located (Finds)	782	1,074
Lives Saved (Saves)	87	154
<b>ENCAMPMENTS</b>		
Active Air Force Bases	32	28
Other DOD Facilities	25	18
Non-DOD Facilities	34	21
Cadets Attending	6,833	5,878
Seniors Participating	1,353	1,050
<b>CADET AWARDS</b>		
Mitchell Awards	1,252	1,357
Earhart Awards	474	443
Spaatz Awards	40	48

## CHAPTER ABSTRACTS

### CHAPTER I - INTRODUCTION

Provides the history of CAP's origin and activities during World War II and the legislation following the war that resulted in its congressional charter and status as the civilian auxiliary of the United States Air Force. Explains the organization and mission of Civil Air Patrol-United States Air Force (CAP-USAF) and Civil Air Patrol and describes the relationship of the two organizations. Discusses command priorities in accomplishing the mission of CAP-USAF and administering the day-to-day activities of Civil Air Patrol.

### CHAPTER II - AEROSPACE EDUCATION

Details the activities of the CAP-USAF professional aerospace education staff in performing the basic CAP mission of providing aerospace education to the CAP membership and the general public. Discusses the annual National Congress on Aerospace Education held in Las Vegas, Nevada, and reviews the external program of aerospace education workshops for teachers sponsored by CAP and conducted in universities, colleges and individual school systems throughout the country. Describes the development of aerospace education publications and recognizes recipients of the Frank G. Brewer Memorial Aerospace Awards.

### CHAPTER III - TRAINING

Reviews the structured Cadet Program and provides highlights of cadet special activities, encampments, flight training, academic scholarships and awards. Discusses the standardized training program for senior members consisting of five levels beginning with orientation training for new members and culminating with executive training for senior CAP leaders.

### CHAPTER IV - OPERATIONS

Discusses the emergency services mission of Civil Air Patrol and the relationship of CAP to the Air Force in its performance. Recaps the search and rescue accomplishments of individual CAP wings in terms of search objectives located and lives saved. Explains CAP involvement in disaster relief activities and its



Summarizes the activities of the Directorate of Public Affairs in informing CAP members and the American public about Civil Air Patrol programs and potential. Outlines the accomplishments

Details the productivity of the CAP-USAF Publishing Division and Printing Plant and acquisition of more effective printing equipment. Reports on the morale and discipline of the military and civilian work force.

Discusses the management and administration of Air Force, Civil Air Patrol and Air Force Reserve personnel in relation to performance of the CAP-USAF and CAP mission. Provides data on increases in both CAP cadet and senior membership and explains NEC policy decision to phase out warrant officer grades and reinstate NCO grades. Summarizes the Reserve Assistance Program and discusses the need for additional reservists in the program. Outlines results of the new CAP/AOPA Affiliate Membership Program and implementation of a special Business Membership Campaign.

## CHAPTER VI - RESOURCE MANAGEMENT

Summarizes the activities of the USAF-CAP field liaison structure that corresponds to the eight CAP regions that geographically divide the 50 states, Puerto Rico and the District of Columbia. Outlines the authorization of Public Law 557 that permits the Secretary of the Air Force to establish the offices and assign Air Force personnel to the liaison duty of advising and assisting CAP commanders. Reviews the activities of field liaison personnel in monitoring CAP emergency services capabilities, assisting in arranging and conducting cadet encampments and special activities, supporting the aerospace education mission, and the varied day-to-day details of serving as the communications link between the Air Force and its civilian auxiliary.

## CHAPTER V - USAF-CAP FIELD LIAISON ACTIVITIES

Discusses CAP's cooperation with the Air Force and other cooperation with other organizations with a similar mission. Provides update on the CAP Organ/Tissue Transport Program. Discusses Air Force airlift support of CAP programs and the civilian aircraft rental program that enables field liaison personnel to more effectively perform the mission. Reviews the CAP Flight Clinic Program which is designed to promote flight safety. Discusses CAP support of the Air Force by assisting in military training route surveys. Explains the CAP communications program and its nationwide radio capability for use in emergencies and for training CAP communicators.

of the Media Relations, Creative Products and Internal Information Divisions in promoting and publicizing Civil Air Patrol.

Discusses the functions of the CAP-USAF Staff Chaplain's Office and its function as the Civil Air Patrol National Chaplain Office. Discusses the development of new chaplain training material by the Values for Living Writing Team and chaplain activities during 1983. Outlines the procedures for appointment of new CAP chaplains and the responsibilities associated with administering the Civil Air Patrol Chaplain Service.

Discusses the Inspector General actions in conducting management effectiveness inspections of CAP wings and USAF-CAP liaison offices and in monitoring staff supervisory inspections conducted by USAF-CAP liaison staff personnel. Reviews Inspector General actions in processing complaints and congressional inquiries.

Reviews the role of the Directorate of Plans and Programs in planning and conducting CAP National Executive Committee Meetings and the National Board Meetings and publication of Civil Air Patrol Annual Report to Congress. Explains the requirement for the Civil Air Patrol Management Analysis Program and the Directorate of Plans and Programs responsibility for developing and conducting the program. Discusses Plans and Programs responsibility for conducting training for newly assigned liaison personnel and preparation of the Liaison Staff Handbook.

## GLOSSARY

AAC	Alaskan Air Command
AAF	Army Air Forces
AB	Air Base
ACSC	Air Command and Staff College
AEPSM	Aerospace Education Program for Senior Members
AFA	Air Force Association
AFB	Air Force Base
AFEOC	Air Force Emergency Operating Center
AFJROTC	Air Force Junior Reserve Officer Training Corps
AFM	Air Force Manual
AFR	Air Force Regulation
AFRCC	Air Force Rescue Coordination Center
AFS	Air Force Station
ANG	Air National Guard
AOPA	Aircraft Owners and Pilots Association
ARRS	Aerospace Rescue and Recovery Service
ATC	Air Training Command
AU	Air University
AWOL	Absent Without Leave
BSA	Boy Scouts of America
CAP	Civil Air Patrol
CAPM	Civil Air Patrol Manual
CAP-MAP	Civil Air Patrol-Management Analysis Program
CAPP	Civil Air Patrol Pamphlet
CAPR	Civil Air Patrol Regulation
CAP-RAP	Civil Air Patrol-Reserve Assistance Program
CARDA	Continental Air Reconnaissance for Damage Assessment
CD	Civil Defense
CLC	Corporate Learning Course
CONUS	Continental United States
CY	Calendar Year
DOD	Department of Defense
ECI	Extension Course Institute
ELT	Emergency Locator Transmitter
FAA	Federal Aviation Administration
FCC	Federal Communications Commission
FECA	Federal Employees Compensation Act
FEMA	Federal Emergency Management Agency
FY	Fiscal Year
GLR	Great Lakes Region
GS	General Service (Federal Employee Pay Grades)

HQ	Headquarters
HF	High Frequency
MAC	Military Airlift Command
MER	Middle East Region
MSCD	Military Support of Civil Defense
NASA	National Aeronautics and Space Administration
NCAE	National Congress on Aerospace Education
NCO	Noncommissioned Officer
NCR	North Central Region
NEC	National Executive Committee
NER	Northeast Region
NORAD	North American Aerospace Defense Command
NOVAD	National Organization of Volunteers Active in Disasters
NSC	National Staff College
OCD	Office of Civilian Defense
PACR	Pacific Region
RAP	Reserve Assistance Program
RMR	Rocky Mountain Region
ROTC	Reserve Officer Training Corps
RSC	Region Staff College
SAC	Strategic Air Command
SAR	Search and Rescue
SARSAT	Search and Rescue Satellite Aided Tracking
SARDA	State and Region Defense Airlift
SER	Southeast Region
SLS	Squadron Leadership School
SWR	Southwest Region
TAC	Tactical Air Command
US	United States
USAF	United States Air Force
USAF-CAP	United States Air Force-Civil Air Patrol
USCG	United States Coast Guard

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